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# THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

March 8th—14th, 1984
Volume 19, Number 10

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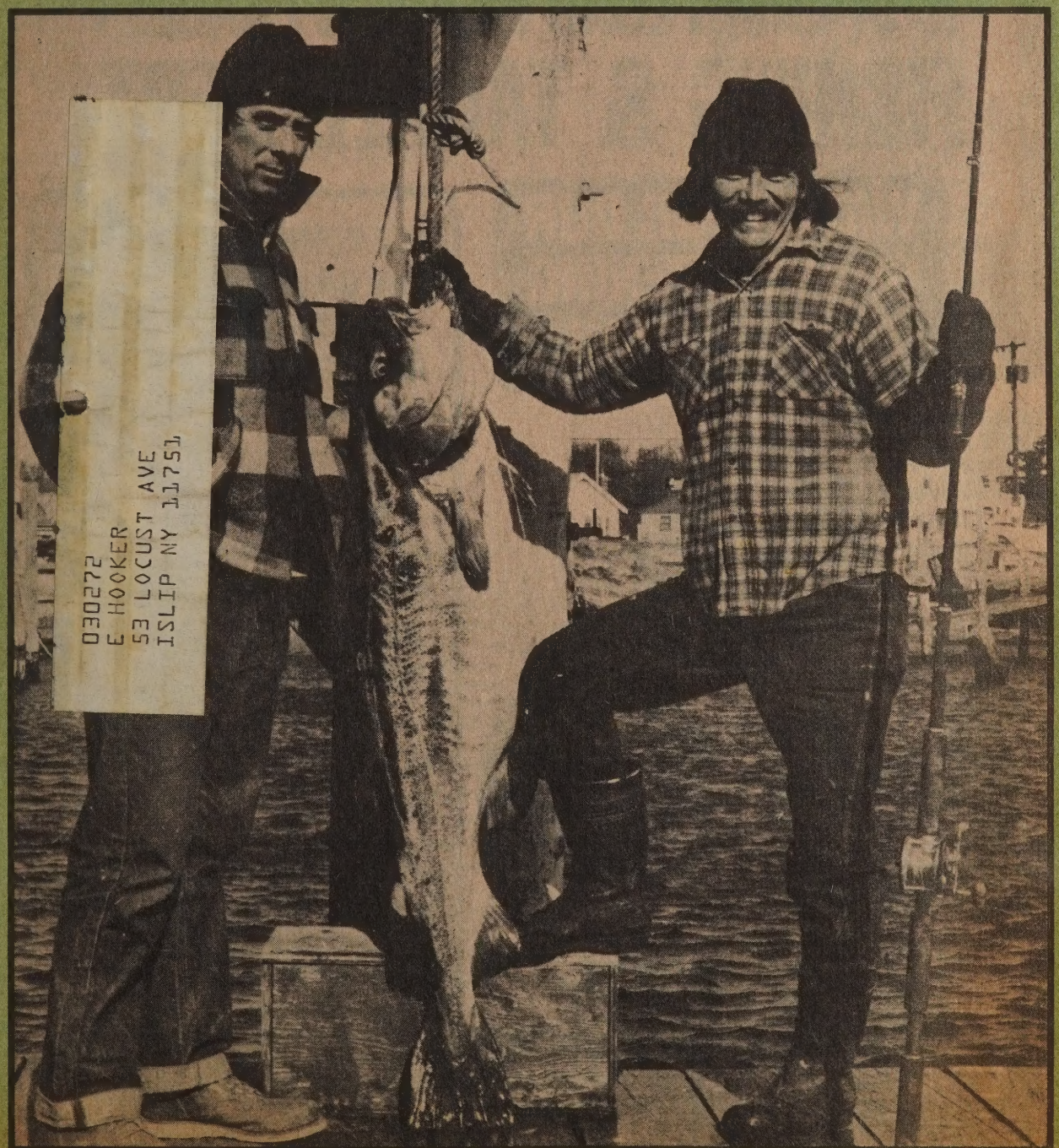

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# THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 19, Number 10 March 8th, 1984


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## ABOUT THE COVER:

Despite featuring a cod on last week's cover, we could hardly neglect the monster taken last week by Fred Shay, Jr. aboard Capt John Rade's Montauk open boat, *Marlin V.* The 85 pounder topped the existing N.Y. State Record by 9 pounds and is a potential world record in the men's 50 pound category. The only larger cod listed in the record book is the all-tackle record, a 98 pounder taken on 20 pound line. Fred decked the huge fish on the C.I.A. Grounds after a 25 minute battle. He was outfitted with a Penn 60 reel, 50 pound Ande line and a rod custom built by Lou Rosado. Pictured with Fred is Frank Domzalski, a mate aboard the Marlin V. The fish was officially weighed at Montauk Marine Basin. Mark Jarboe Photo.


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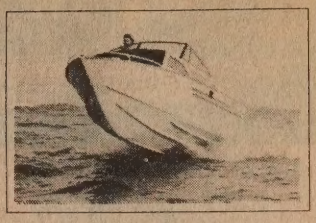

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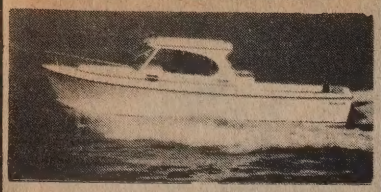

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## SOME SEATS AVAILABLE AT RISTORI/ROCCHETTA FISHING SCHOOL SESSION

The last session of the annual Ristori/Rocchetta Fishing School will be devoted to advanced techniques and "inside" information about inshore fishing.

On Wednesday, March 7th, the school will conclude with a program featuring techniques and locations for the inshore "big three"—stripers, weaks and blues. Bob Rocchetta, who broke the long-standing striped bass record with a 76 pounder taken at Montauk, will provide the very specific information that will separate the men from the boys on the water next season.

The Ristori/Rocchetta Fishing School takes place at the Holiday Inn in Hauppauge (just off the Long Island Expressway at exit 55) from 8 to 10 PM. Prizes and various materials are distributed at each session. The cost for the session is $12. As space is limited, please make reservations by calling 516-751-4803.

## LETTERS NEEDED FOR ICCAT SEAT

The purpose of this urgent bulletin is to alert you to a potentially disastrous event which could set back efforts to conserve highly migratory species (tunas and billfish) in the Atlantic Ocean—and to enlist your help in averting it.

Our sources tell us the White House is now leaning toward naming Lee J. Weddig, executive director of the National Fisheries Institute, to fill the position on the International Commission for the Conservation of Atlantic Tunas (ICCAT) recently vacated by NCMC Vice Chairman Frank Carlton. As spokesman for the processing arm of the U.S. commercial fishing industry, Mr. Weddig is knowledgeable about the industry, but has little experience with ICCAT or with Atlantic bluefin tuna, currently the primary focus of ICCAT conservation efforts.

In addition to questions about his qualifications to serve on ICCAT, there are even more serious concerns regarding what his appointment would do to the traditional balance of commercial and recreational/conservation interests on the U.S. delegation. Of the three U.S. Commissioners to ICCAT, one must be a federal employee and the other two from the private sector. Since the inception of ICCAT in 1973, it has been customary that one of the private commissioners represent the Pacific or distant water commercial tuna industry (presently filled), and the other represent the Atlantic domestic tuna fishery, which is primarily recreational, with no ties to industry. This arrangement provides for a fair balance of perspectives and has worked well.

But if Mr. Weddig, or any other representative of the commercial industry for that matter, were to fill the present vacancy, this balance would be upset, the recreational perspective at ICCAT would be lost, and the resulting U.S. delegation would be dominated by the commercial industry, which, we should point out, has a dismal record in the conservation and management of tunas.

As reported in **Right Rigger!**, future meetings of ICCAT will be addressing serious problems of overfishing and stock depletion for other species of tuna, along with the bluefin crisis. It is critical that the U.S. send a BALANCED delegation to ICCAT; one that will include the conservation perspective.

Please write today and express your dismay at the prospect of upsetting the balance of representation on the U.S. delegation to ICCAT that has existed since the beginning. Send letters to: John Herrington, Assistant to the President for Personnel, The White House, Washington, D.C. 20500.

Protest against handing tuna management over to the commercial industry. Tell the White House that the present ICCAT vacancy must be filled with a qualified individual representative of the recreational and/or conservation perspective.

## WETLANDS PROTECTION AGREEMENT IS REACHED

Millions of acres of wetlands will get increased protection from development under an agreement reached by the Army Corps of Engineers, the Environmental Protection Agency, the National Wildlife Federation and 15 other conservation organizations.

Under the agreement, the Corps will propose new regulations requiring closer state and federal scrutiny of proposals to place dredged or fill material in wetlands prior to development.

"This settlement prevents environmental protection from being abandoned under the guise of regulatory reform," said NWF Executive Vice President Jay D. Hair.

"It is a major achievement in our effort to ensure responsible protection of the nation's invaluable wetlands."

The agreement, filed today in the U.S. District Court, for the District of Columbia, settles a lawsuit launched more than a year ago by conservation groups to overturn Corps regulations which they claimed weakened wetlands protection. Under Section 404 of the Clean Water Act, the Corps and EPA have the authority to regulate filling of wetlands.

The Corps' regulations, in effect since July, 1982, authorize the filling—without federal or state environmental review—of wetlands that have

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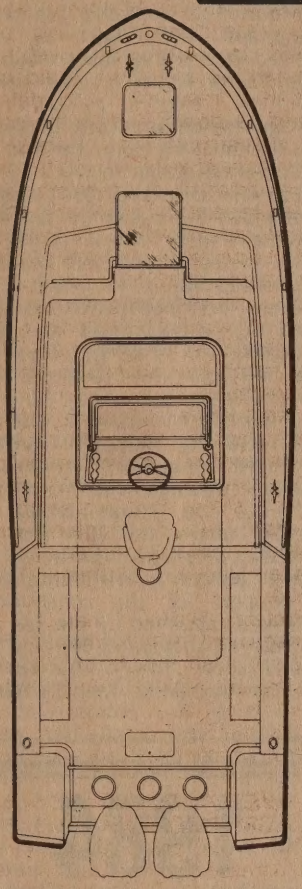

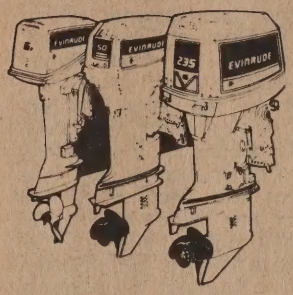


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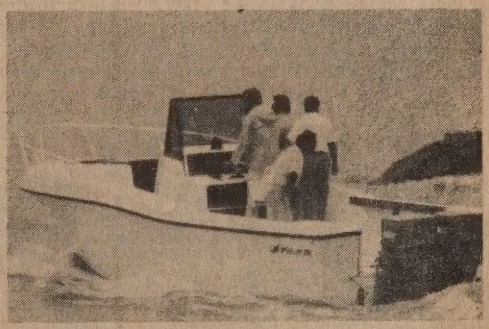

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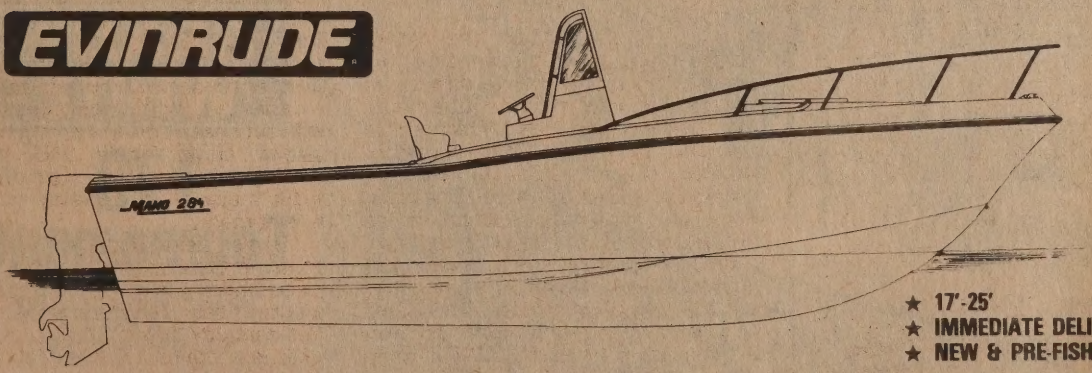


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low water flows or are "isolated" from major river systems. These unprotected wetlands include more than 700,000 acres of prairie potholes, 73,000 acres of wetlands in Pennsylvania's Pocono Mountains, and millions of acres of Alaska's tundra.

### TASK FORCE MISLED ON STRIPER ISSUE ACCORDING TO S.O.S.

Governor Cuomo's Task Force to study the economic effect of the striped bass law on commercial fishermen, has had two meetings so far. The commercial fishermen working with the Task Force are intent on dismantling the law's provisions.

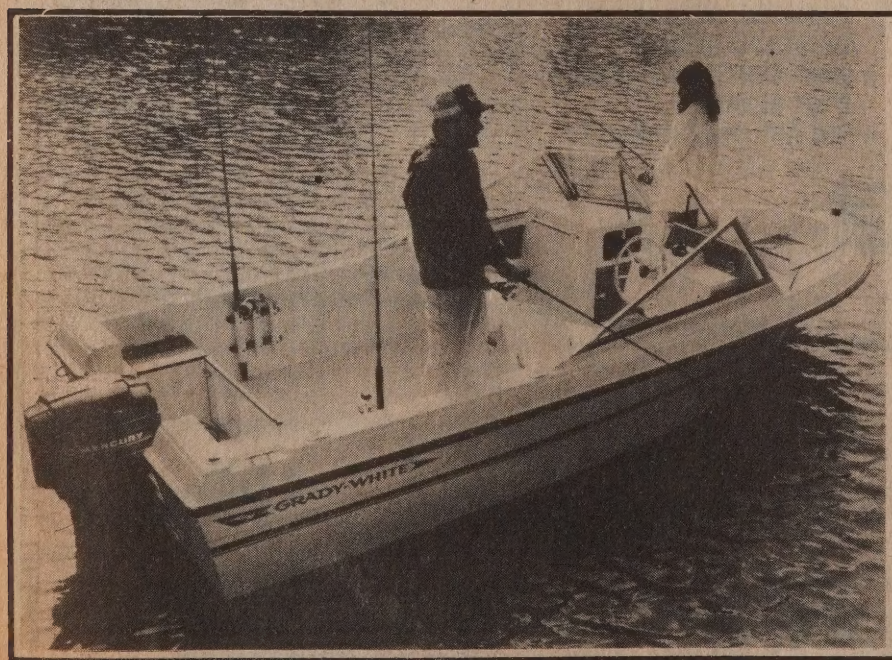
At the January meeting, they continued their attacks on the law, trying to discredit it and recommending several changes: one being to allow a by-catch of up to 100 pounds of short bass (from 16 to 24 inches) per commercial fishermen per day.

Several members of the public made statements to the Task Force at the meeting. They presented themselves as a tackle manufacturer, a boat livery operator, and a sportsman. In reality, all were affiliated with the United Fisherman's Assoc., a group comprised primarily of N.Y. Bight pin-hookers and East End netters. All said the striper bill is unfair and will hurt them. The obvious purpose of all this is to falsely impress the N.Y. State Government members of the Task Force that sport fishermen and the recreational industry do not support the striper conservation law.

To counter this transparent attempt to mislead, it is necessary to present the other side of the story to the Task Force. Sportsmen, conservationists, tackle shop owners, manufacturers, party and charter boat owners and other industry representatives should write to the Task Force to show support for the striper law. Address letters to: Commissioner William Donohue, N.Y. State Dept. of Commerce, 1 Commerce Plaza, Albany, NY 12245; and Commissioner Henry Williams, NYS Dept. of Environmental Conservation, 50 Wolf Road, Albany, NY 12233.

**For those in the sport fishing industry**, it is suggested that they point out the decline in their sales, charters, and other income that has resulted from the decline in the striper fishery and, if possible, to put an approximate dollar value on the loss. Emphasize that the loss already occurred before the bass bill became law and continues to this day. If people were laid off due to this decline, let them know. Tell them that the bass bill is intended to save a resource valuable to your business, and that you support the efforts to save it today so that there will be a tomorrow for your business and the noble striper. Stress that the economic impact on your business is caused by the catastrophic decline in stripers, and note the sacrifices that all are expected to share in order to assure that there is a future for the fishery. Remind the Commissioners on the Task Force that they were asked to determine the economic impact on the commercial fishery, and to suggest economic measures to reduce that impact. They definitely have not been asked to meddle with changes in the management law, which is well-conceived to save a valuable resource, and not the profits of a noisy, selfish few.

**For sportsmen and their organizations**, remind Mr. Donohue that the bill calls for equitable sacrifice for all. You and your members have accepted your share of the burden of sacrifice, while the major harvesters of the publicly-owned striped bass resource have profited from it for years. Even now when the Chesapeake stocks of the striper are decimated, and soon will qualify for endangered-species status, they still refuse to accept their share of the burden. They have invested nothing to benefit the resource, and yet they still demand their "right" to exploit it to the end. The striper is owned in common by all citizens of the states within its migratory range, not just the few individuals who take heavily from it for their private profit. Emphasize your support for the conservation measures established by the law and more that will be needed. Remind Mr. Donohue that their task is to determine economic impact, not to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tinker with provisions of the management law. State that you would strongly oppose such action.

### SUN SHINES ON GATEWAY

On Thursday, March 8, 1984, Gary Hall of Sonshine Tackle will be in attendance at an Open House meeting of the Gateway Striper Club of Belle Harbor. Gary will be displaying many of the various products he has for sale, including Rebels, RedFins, Diamond Feather Products, plug bags, terminal tackle and much, much more. All those interested are invited to come to Bldg T125, Ft. Tilden, NY at 8PM that night. A $1 admission will be collected, with all proceeds going to Save Our Stripers.

The club also has a limited number of openings on its membership roster. Anyone interested in joinging a truly unique surf fishing club should not hesitate to attend this meeting. We feel that we have a lot to offer any prospective member, not merely in terms of learning the surf, but in the good fellowship all our members enjoy and in the openness we all share.

For more information and directions, contact John Marsillo at 212-854-6559. Hope to see you at the meeting.

### MORICHES ANGLERS SHARK TOURNEY SLATED FOR JUNE

The Moriches Anglers 10th Annual Shark Tournament will be held on June 16, 1984 (rain date: June 17). Entry fee will be $100 per boat and limited to 100 boats. The time will be 6AM to 5PM. Weigh-in will be at 5PM at the Shoreline Marina at the foot of Union Avenue, Center Moriches, New York.

In keeping with our tradition of conservation and sportsmanship, we will not weigh in any blue shark smaller than eight feet in length—measured from the tip of the nose to the fork in the tail.

For further information, please contact Chet Wilcox, B&B Tackle, Main Street, Center Moriches, NY 11934; (516) 878-9280.

### CHARTER & PRIVATE BOAT CAPTAINS PURCHASE THE COVE MARINA IN MONTAUK

The 100-slip marina on West Lake Drive in Montauk, formerly known as "Cove Marina, Inc.," has been sold and is now known as "Captains Cove Marina Ltd."

The purchase of the property will provide a "home" for the 35 charter and private boat owners who put together the investment package.

The marina is undergoing renovations in order to provide the best facilities and services to the marine public. Some of these services include: fuel; bait, chum, ice; complete mechanical service, fully stocked ship's store, and big and small game tackle and equipment at competitive prices.

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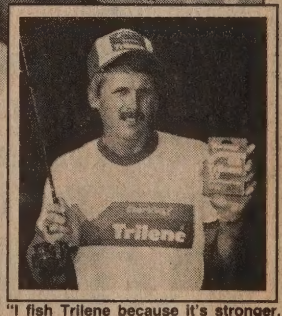


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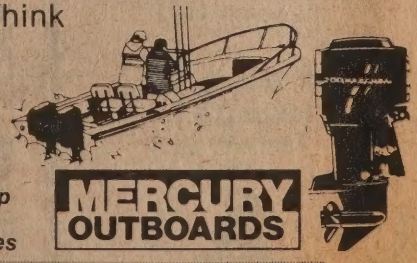


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There will be no fee for these services.

The new marina will be host to the 4th Annual Montauk Captains Association Charity Shark Tournament on July 7th & 8th. The public is welcome. Plans are under way for a Tuna Tournament the last weekend in August. More details will follow.

### MYRTLE BEACH, SO. CAROLINA FISHING SAFARI

Coming up May 9-12, 1984 there will be a special bus—motel—open boat package "Safari," to latch onto a freezer full of red snapper, grouper, silver snapper, amberjack, triggerfish and dolphin. Transport is via modern bus, lodging for 2½ days in a decent motel and two full days of fishing aboard the 83' "Hurricane." The Safari leaves New York City May 9th at 10AM and returns 8PM, May 12th. The whole package is $210.

Those interested can call (212) 822-7743 from 9AM to 5PM; or write to Balcarran Fishing Tours, 652 E. 96th St., Bklyn, NY 11236.

### MERRICK ROD & GUN CLUB INSTALLS NEW OFFICERS

The Merrick Rod & Gun Club held its annual Installation Dinner-Dance on February 25th at the Bellmore Masonic Hall. New officers for 1984 are as follows:

President: Bill Luther; Vice President: Mike Kwestel; Recording Secretary: Bill Richko; Treasurer: Bob Murphy; Financial Secretary: Gordon Carter; Sergeant of Arms: Bill Heide; Trustees: Paul Brychey, Ron Krynski and Dan Robinson.

Outstanding Fisherman of 1983 was Bill Luther.

### HIGH HILL STRIPER CLUB ACCEPTING NEW MEMBERS

The High Hill Striper Club held a very successful Open House for prospective members on February 15th. It was attended by approximately 25 interested surf fishermen.

Many thanks to fellow club member and Managing Editor of The Long Island Fisherman, Bill Muller, for his lecture on weakfish and their habits. It was enjoyed by all present and I am sure it gave everyone some new insights on the species.

A film was also shown and judging by the crowd at the membership table, a good number of those present expressed an interest in joining the club. (Several even filled out applications that evening.)

The Club wishes to thank all its members who worked hard to make the evening a success.

Anyone who may be interested in joining this fine surf fishing club can contact Tom FitzSimmons at (516) 825-2499 after 7PM for further information.

### SHINNECOCK MARLIN & TUNA TOURNAMENT ON TAP

The Shinnecock Marlin & Tuna Club is pleased to announce the dates of our annual tournament. The 23rd Annual Billfish/Tuna Tournament is scheduled for July 27th, 28th & 29th, Shinnecock Inlet. Contact Jim Hummel, (516) 728-6349, or write to P.O. Box 9, Hampton Bays, NY 11946 for information and application.

### SEA 'N SURF ROD CLUB LOOKING FOR MEMBERS

The Sea 'N Surf Rod Club is looking for new members who are interested in sport fishing and conservation.

Our members come from Queens, Nassau and Suffolk.

We meet the first Wednesday of every month at Henry's Inn, Jericho Tpke., New Hyde Park.

For more information, call Russ Bracco, (516) 747-4997 or Vinny Amodeo, (212) 343-2820.

### SOMETHING TO CROW ABOUT

Pete Eriksen of Eriksen's Crows Nest Marina has just purchased Oceanside Yacht Harbor, changing the name to Bay Park Yacht Harbor. Located at 480 Reina Avenue., the marina is being renovated with updating of the floats and docks to meet the needs of area boat owners. Fuel and supplies will be available at both marinas. Pete invites you to stop in and inspect either marina and reserve your slip for the season.

### MCA ELECTS NEW SLATE: ANNOUNCES CHARITY SHARK TOURNEY DATES

Montauk Captains Association (MCA) begins the 1984 season with a new slate of officers. They include: President: Joe McBride; Vice President: Gloria Hayn; Secretary: Fritz Reige; Treasurer: Ray White; and Trustees: Howard Kaidaisch, Bob Bozek and Fred Faro.

The coming season will be highlighted by the MCA Charity Shark Tournament, on July 7th and 8th. National, state, and local charities will benefit from this activity. Generous cash and other prizes will be available to the winners. The MCA makes no money from this major tournament.

This year's MCA tournament will be hosted by the new Captains Cove Marina on Westlake Drive. The public is welcome to view the activities at the headquarters.

As they have done in years past, the MCA will provide speakers to any fishing club or other interested group in the Metropolitan Area. The lectures and slide or film shows cover all aspect of inshore or offshore fishing from flounder to giant tuna. There is no charge for this service.

For more information on any of the MCA activities, please feel free to call its president, Captain Joe McBride at (516) 588-1227.

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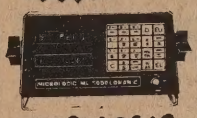

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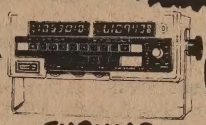

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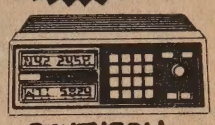

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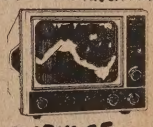

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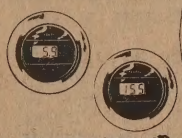

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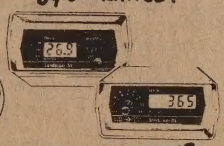

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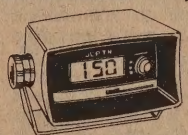

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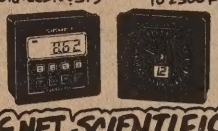

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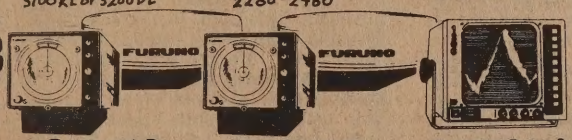

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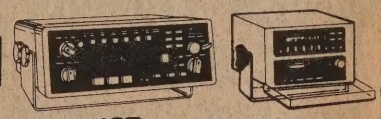

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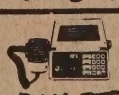

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# CHUM LINES

**IN REGARD TO**
**"WHO KEEPS THE FISH"**
**CHUM LINES, Vol. 19, #7**

Dear Editor,

I am writing this letter in response to the letter in Chum Lines, "Who Keeps the Tuna?" The policy on the charter boat Montauk is "You catch it, you keep it."

There are very few charter boats in Montauk that keep the whole tuna. Most will split the tuna with the customers. So my advice to anyone who wishes to fish Montauk is to shop around until you find a charter boat with a policy you can live with. Sincerely yours, *Capt. Mike Albronda, Charter Boat, Montauk.*

Dear Sirs,

A letter to your CHUM LINES column may give some of your readers the wrong impression regarding giant tuna fishing at Montauk.

It is not the policy of the port that all giant tuna belong to the boat. Each captain handles it in his own way, ranging from 100 percent for the boat, down to a 50-50 split between the boat and the party. This should be settled when the trip is booked.

The heading on my business card says "Montauk Sportfishing." My business is taking people fishing for their enjoyment. It pretty much turns me off when the party starts talking about how much money they're going to make before we even leave the dock, let alone catch a fish.

My personal feeling is that the party and the crew each have different reasons for going fishing: the party is going for enjoyment and the crew is trying to make a living. If a giant tuna is caught, the party got their enjoyment; the crew should get the money.

But I also realize that I am in a competitive business and that's why I share the fish with the party. *Capt. Gene Kelly, Charter Boat "Kellyboat."*

**SAMPLE OF LETTERS**
**RE: STATE PARK FUNDING**

Senator Warren Anderson
Rm. 330, Capital Bldg.
Albany, New York 12247

Dear Senator Anderson:

In his most recent State of the State presentation, Governor Cuomo noted that he expected a budget surplus of some $200,000. I can well imagine that this has sparked a "scramble" among State Agency Heads and various interest groups within the private sector, all seeking a piece of the pie.

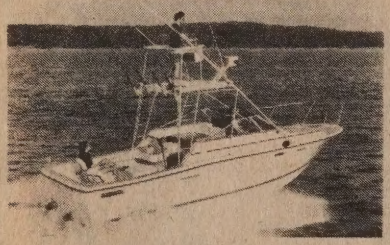
It is seldom that I write on matters pertaining to State funding, but this year I make an exception.

For quite some time now, the Long Island State Parks and Recreation Commission has been forced to operate on a "bare bones" budget. The upshot of this has been a reduced work force, inadequate materials and equipment, and cutbacks in time that certain park facilities are accessible for public use. I most assuredly am not alone in having observed that in recent years the quality of park maintenance and security has fallen down, but I hasten to add that park personnel strive to do the job, but they lack the needed manpower and resources.

It is my understanding that Long Island's park system attracts some 25 million users each year, or roughly one-half the number who visit all of the State's parks during the course of a year. That rate of usage certainly justifies adequate funding. Jones Beach is the jewel of the State park system, and high on the list of places to be visited by people from other states and nations. I have utilized that and other Long Island parks for over four decades, and it saddens me when I think of the changes which I have observed in recent years.

When compared to the entire State budget, the dollars needed to do a proper job within these parks is small indeed.

I hope that you will take a personal



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The TROPHY 1910 is for the center console man. It is complete with everything except the day's catch. Standard options include a 125 hp Force engine with power trim, custom galvanized Escort trailer, depth sounder, compass, bait well, insulated fishbox, ice chest, rod holders, rod racks, swivel pedestal seats and more. Of course, the cockpit is self-bailing. This 19-footer is capable of fishing for flounder to tuna. It can get you out and back at 40 mph. Come in and look. And best of all, save thousands over competitive boat packages.

The TROPHY 2110 is for the guys (and gals) who want a little more comfort and a little larger boat. With its lockable cuddy, which sleeps two, and head, it meets most family requirements, yet is a completely no-nonsense fishing machine. The TROPHY 2110 is complete with a deep V bottom; 125 hp Force outboard with power trim, hydraulic trim tabs, custom designed galvanized trailer, depth sounder, fish box, bait well, rod rack, rod holders, built-in tackle box, compass, pedestal seats, electric horn, and much more. Many options to make life easier on the water are available such as a half tower, pulpit, special paint. This is a truly general purpose fishing boat fully equipped as standard, whose cost is many thousands under anything comparable.

The larger TROPHY 2460 combines big boat feaures with trailerable convenience. For power this fishing machine has a 305 cu. in. Volvo I/O. Its lockable cuddy cabin sleeps three and has a portable head. A sink with a 26 gal. water supply adds that much more convenience. Full engine instrumentation is standard, as well as a compass, two **insulated** fish boxes, circulating live bait well, built-in tackle box, radio box, depth sounder, rod racks, rod holders, trim tabs, automatic bilge pump and much more. Of course, dealer options such as a half tower, pulpit, etc., are available to completely customize this 40 mph boat. Look this one over and save almost $10,000 over anything comparable.

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Once again come to see us on the weekend of the 17th and 18th of March and enjoy our breakfast or lunch, or both. Should the Hudson be free of ice, we'll even throw in a demo ride in the Trophy of your choice with foul weather gear available.

**To get from where you are to where we are take any of the bridge crossings to I-287 West over the Tappan Zee Bridge to 9W North to W. Haverstraw (approx. 9 miles) to Samsondale Plaza on left, continue north ¼ mile to Railroad Ave. Turn right, go 1.3 miles to Marina on West Side Drive to Saw Mill River Parkway to exit marked NY State Thruway to Tappan Zee Bridge, then as above.**

interest in this matter and that you will work to restore the needed funding for the upkeep of these public treasures. Most sincerely, *Frederick Schwab.*

### LOOKING FOR CREEPERS

Dear Sirs:

Can you help me find out where to buy a pair of wading sandals.

Thank you for your help, *John Gorrebeeck.*

*Two places that immediately come to mind, both deal in mail order. The Surfcaster, (113 Maywood Rd., Darien, CT 06820) and Angling Aids, (P.O. Box 280, Old Saybrook, CT 06475) include creepers in their catalogs. Here on the Island, Merrick Tackle in Bellmore, J&J Tackle in Patchogue and Johnny's Tackle in Montauk are among the shops that regularly stock the item you are looking for.* Fred Golofaro.

### SURF FISHING QUESTIONS

Dear Dr. Muller,

For a year now, I've been reading The Fisherman, and it's a great paper. I try to comprehend all there is. Well, anyway, I have a 5001 Quick reel on a Fenwick 12' which I just bought; I also have a Daiwa 10' rod. I need to know a good Penn spinning reel to put on it, and also one good or the best to put on the 12'. Now I've never fished the surf, but Great Kills Park in Staten Island and Penny Beach offer a lot to the fisherman, and I'd like to get in on the action.

Also, I've never cast conventional, and I'm determined to learn. Can you help me out on what reel and rod to pick out. Many guys I see, but really never talk to; I'm out of their league when it comes to fishing, seem to fish 12 to 13 foot rods they make themselves.

I guess I'm asking too many questions, but I just want to do things right, and not waste too much money. Is Fenwick the best or as good as Harrington or Lamiglas for my fishing, or are there rods you can tell me to buy or a place where I can get a 12' conventional rod for the surf.

Please help me out. Sincerely, *Pat Murphy.*

*It sounds to us that your selection of equipment is very good. There are many good rods and reels on the market and thus, it is very difficult to preach which is best. When selecting from a variety of quality products, the best is often more a matter of which product best suits your needs. However, if you are dissatisfied with your present equipment for any reason, I'd suggest that you visit your local tackle shop for a consultation. The folks at tackle shops sell and make a variety of top-notch tackle. They'll be able to put the tackle in your hands and help you evaluate which is best for you. In addition, let me point out that our new surf book is now available. There are chapters on tackle selection and use that you may find very helpful. Welcome to the surf, and good luck.* Dr. W.A. Muller.

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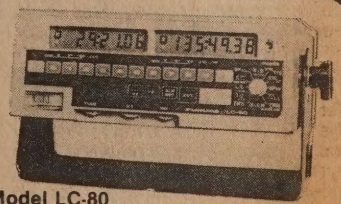

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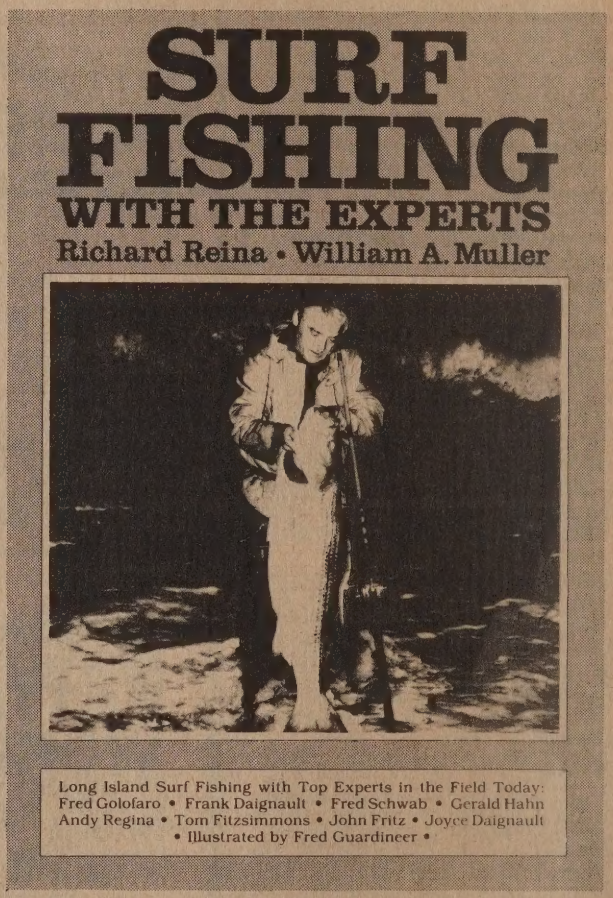
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# STRIPER BAN BILL INTRODUCED IN CONGRESS

## *by Dick Russell*

In a dramatic and precedent-shattering move, U.S. Congresswoman Claudine Schneider of Rhode Island has introduced a bill in Washington calling for a total coastwide moratorium on the possession of striped bass for a minimum period of three years. The bill, which now goes to hearings before the House of Representatives Merchant Marine and Fisheries Committee, marks the first time that the Federal Government has sought to regulate any fishing in the territorial seas.

The striper bill, announced at a press conference in Rhode Island on February 16, followed fast on the release of the Federal Emergency Striped Bass Study report at briefings for House and Senate legislative aides two days before. Representative Schneider cited this report, which paints a bleak picture for the striper's future unless there is an immediate drastic cutback in fishing effort, and support from her state's recreational and commercial fishermen as the primary motivations for her action.

Her bill, entitled the Atlantic Striped Bass Restoration Act of 1984, would give regulatory authority to the Administrator of the National Oceanic and Atmospheric Administration (NOAA). It would make unlawful any harvesting of striped bass north of South Carolina, including a prohibition on any interstate commerce. Violators would be subject to stiff civil and criminal penalties.

After two years, if the NOAA Administrator determines that the stocks have returned to a level of reproductive success "equal to 80 percent of the average index of the juvenile populations attained (from) 1954 through 1974," the moratorium could be terminated following consultation with Congress. But if, after three years, the stripers' reproductive rate remains below that level, the moratorium could be extended for an additional two years. One million dollars annually would be appropriated to NOAA to carry out the provisions of the moratorium act.

Addressing the media from her local office in Cranston, R.I., framed by a large mounted striper on the wall behind her, Rep. Schneider commented: "Right now we are witnessing the demise of one of the most prized game fish in the world. It has been said that pretty soon we're going to be able to name the ones that are left." Noting a 90 percent decline in landings over the past ten years, she added: "We have to recognize that this is an East Coast problem which must be addressed from a national perspective. I believe this kind of emergency measure is very necessary and the most equitable solution that will bring about the quickest results.

"I don't introduce bills that are easy. They are always controversial, and part of my way of proceeding is to bring both sides of an issue together and develop compromises to see what is in the best interests of everyone. But in this particular case, it's obvious that we have to put social and political special interests aside."

**A new federal bill calling for a three year, coastwide moratorium on the possession of striped bass has just been introduced into Congress.**

Holding aloft a copy of Yankee Magazine, with an article headlined "Who Will Save the Striped Bass?", she continued: "I saw that question and figured we'd better come up with an answer. I'm doing what's in the best interest of the striped bass."

To this observer, there was little doubt of Representative Schneider's sincerity. She intends to make the striped bass one of her highest priorities, personally seeking co-sponsors of the legislation among her colleagues and putting two staffers to work full-time on the bill.

It is one of the remarkable ironies in the controversy over striper preservation that Rhode Island has now taken the lead. Long among the most notorious hold-outs against stronger state regulations, last fall the state Marine Fisheries Council enacted a three-year moratorium law. At the time, it was an apparently spiteful act by commercial interests to get back at sport fishermen. But, as scientific evidence about the striper's imperiled situation has increased over the past six months, it seems Rhode Island has come to the right decision for the wrong reasons. Now, as state officials move to relax the total ban, its own Congresswoman has seized the moratorium initiative.

Representative Schneider began considering possible Federal action in January, after a series of meetings with both sides in the bitter Rhode Island fishermen's controversy. Jim White, John Jolley, Fred Thurber and Will Barbeau of the sport fishing community made the first appeal. Then Mrs. Schneider's staff began consulting with commercial spokesmen Bob Smith, George Mendonsa and Francis Manchester. To the staff's surprise, the commercial fishermen indicated they could go along with a ban if it applied equally all along the coast.

At the press conference, White and Mendonsa—long-time implacable foes on the striper front—shook hands and White announced: "I feel this way, and I'm sure George meant it when he said it to me, it's time we work in cooperation and good faith, stop all the rhetoric, and both consider the striped bass and its future."

Asked about Rhode Island's talk of modifying the statewide ban, Mrs. Schneider replied simply: "Now they won't be able to." Then she added, "Part of what made me get this moving was because some of the fishermen were concerned that the state wasn't serious about enforcement of the ban. So a Federal requirement can only help."

The Congressional bill was finalized after extensive consultations with the National Marine Fisheries Service and U.S. Fish & Wildlife Service, whose scientific experts offered their grim findings in a 50-page report. While calling for continued monitoring of striper abundance and fishing mortality, as well as continued investigation of the causes for the decline, the report also recommended the following:

- Impose a substantial reduction in fishing mortality from the present level, not to exclude consideration of a total moratorium, until evidence indicates recovery of the coastal stock to

(Continued on next page.)

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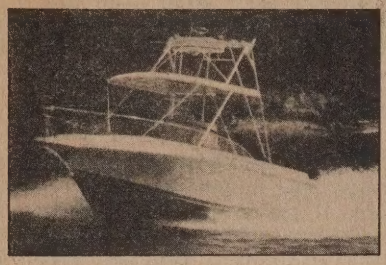

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an acceptable level of natural production.

• Investigate the feasibility of rebuilding natural production through a stocking program, with a simultaneous reduction in fishing mortality as specified.

• Reduce the discharge of toxic material into striped bass spawning and nursery habitats. Although, at the present time, no single contaminant or group of contaminants can be identified as causing the decline in production of the coastal stock, it is apparent that toxic stress can inhibit restoration efforts no matter what is causing the decline.

In presentations to more than 30 legislative staff personnel in Washington, Dr. John Boreman and Dr. Phil Goodyear provided expert testimony on their population monitoring and decline studies. Dr. Boreman described the indexes of striper reproductive success in the Chesapeake Bay, Delaware River and Roanoke River as "the lowest on record," noting that no dominant year-class has been produced since 1970 in the Chesapeake and that the Maryland spawning population "currently lacks representation in the age groups that have historically contributed over 75 percent of the total annual egg deposition." 'Most of the female stripers left in the spawning population are from the 1970 and older year classes.

In his summary, Dr. Goodyear described "numerous organic and inorganic contaminants that have been detected in striped bass eggs, young-of-the-year and adults." He added that young stripers are apparently much more sensitive to polluted waters than most other fish. As the report states, "This indicates that striped bass may be one of the first fish species to succumb to those toxicants in estuarine waters."

Goodyear also pointed out that "the level of fishing mortality affects the magnitude of contaminant-related mortality that a striped bass population can withstand, and vice versa." In other words, exploitation of the striper by fishermen is a key component of their disappearance. According to the report, "The coastal stock cannot continue to support the level of fishing activity that currently exists."

But it is NOT commercial fishermen who bear all the responsibility for this situation. In his report of an economic study conducted under the Sea Grant program, Virgil Norton revealed that in some areas—particularly New England—**over 80 percent** of the striped bass caught by rod and reelers are sold in the marketplace.

"Striped bass is a very desired item, particularly on the menus of high-priced restaurants in New York," Norton told the Congressional briefing. "As the quantity of striped bass has gone down and down, many restaurants have been willing to pay almost any price. This, combined with sport fishermen selling the majority of their catch, makes the total population much more vulnerable."

Yet the cost of the striper decline to the general economy has been astronomical. According to the Emergency Study, "The decline in commercial and recreational catches of striped bass since 1974 cost the Northeast approximately 7,000 jobs and over $220 million in economic activity in 1980." That's less than half the value of the fishery in '74, although in '80 the fisheries were "still supporting approximately 5,600 jobs, causing $96 million in annual spending and creating $200 million in related economic activity." Of the $96 million, recreational fishing generates $90 million in annual expenditures." One must figure that, with the decline accelerating steadily over the past several years, these statistics are now much lower.

All these are the factors which prompted Representative Claudine

**"In other words, exploitation of the striped bass by fishermen is a key component of their disappearance."**

Schneider to ask Congress to step in. Traditionally, of course, management of inshore species like the striper has been left to the states' jurisdiction. The question, however, is whether the states acting individually can possibly come up with what's needed to restore the coastal population. Each state has been requested by the Striped Bass Boatd of the Atlantic States Marine Fisheries Commission to enact an immediate 50 percent reduction in fishing effort beyond the existing 24-inch-minimum-size-limit management plan. The new state management plans will be reviewed by a scientific panel this spring. But so far, the indication is that most states will come up short. New Jersey only enacted the original 24 inch limit plan last month. North Carolina and Delaware haven't even done **that** much yet. Maryland is proposing a 20 percent addition reduction in 1984, and Rhode Island's latest maneuverings are equally subject to question. New York officials have said it will probably be impossible to do more than the 24 inch limit this year.

Phil Coates, chairman of the Striped Bass Board and Massachu-

setts Director of Marine Fisheries, candidly addressed this problem at the Congressional briefing. "We've been discussing what should happen if the workshop is a wash-out and the states come in with bogus attempts. If we don't get a substantial commitment from the states, we are prepared to recommend consideration of a total moratorium."

Added Bill Gordon, Director of the National Marine Fisheries Service: "The states have to bite the bullet. If they don't, there will perhaps be a need for some legislative action by the Congress."

The next couple of months should tell the tale. It is clear that interest in potential legislation like Claudine Schneider's is high in Congress. Nearly every Senator on the Atlantic Coast sent a staff member to the briefing, including a trio of aides apiece from Senators Lowell Weicke of Connecticut and John Chafee of Rhode Island. Most of these people seemed intent on a wait-and-see attitude, until the state proposals get reviewed by the Striped Bass Board. But by the time that review occurs (probably in early April in Woods Hole, Massachusetts), hopefully hearings will be underway on Mrs. Schneider's bill. Senator Chafee is also said to be considering initiating hearings in the Senate. Attention on the stripers' plight will be at an all-time high. "What we need," as U.S. Fish & Wildlife Service Chief Joseph Kutkuhn said in Washington, "is action now."

It will not be easy to achieve Congressional action in an election year. By mid-summer, the political conventions will be underway and Congress will pretty much shut down. "We have to move fast," says Mrs. Schneider. After expert testimony is taken in hearings, the bill must pass the Merchant Marine and Fisheries Committee and then be addressed by the full Congress. The vital first step is ensuring that the chairman of the House Subcommittee actually makes time to schedule the hearings.

Concerned fishermen should begin by writing letters to: Rep. John B. Breaux, Chairman, Subcommittee on Fisheries & Wildlife Conservation and the Environment, H2-544 HOB Annex 2, U.S. House of Representatives, Washington, D.C. 20515.

As this article goes to press, word has arrived from Representative Schneider's office that two co-sponsors for the bill have been acquired: Rep. Fernand St. Germain of Rhode Island and Rep. Solomon Ortiz of Texas—with more expected in the near fugure. The organizations Stripers Unlimited, Save Our Stripers and the Maryland Wildlife Federation all have offered their endorsements. So has John Cole, author of the book "Striper" and a noted conservationist in Maine. The National Audubon Society, with its 500,000 members is expected to ask the membership to get involved. 1984 can, and must be, the year of the striper.


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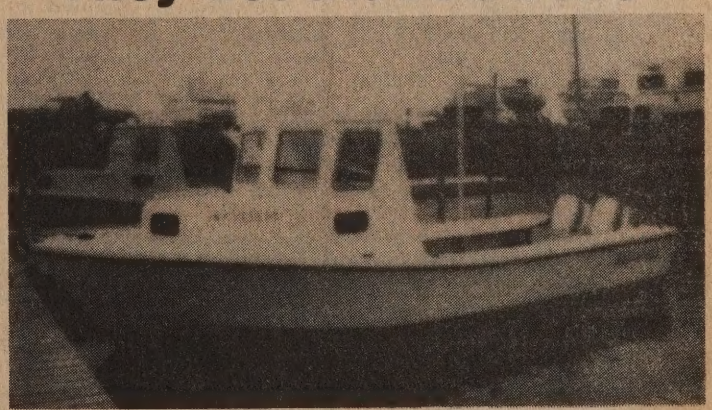

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# CAR TOPPING

## Easy Way To Better Fishing!

### by Art Michaels

Car-top boating is a practical way for new small boat owners to enter the world of boating. You can enjoy all the advantages that boating holds for fishermen, and your minimum investment lets you stay a long time with car-topping or provide a springboard to enjoying larger boats and trailering.

If you're thinking of car-topping your first boat, a semi-V or john boat about 12 feet in length, here are some ideas to make your experiences smooth sailing.

**Roof carriers and racks.** You will probably want to use one of two kinds of carriers. The first and most common is two roof racks. You clamp the boat on the racks so that it can't shift sideways off the racks, and you tie down the boat to the car bumpers at the bow and two sides of the stern, using the stern handles.

The second method requires only one roof rack. You clamp the boat's motor mount to a bar that attaches to a low hitch on your vehicle's rear bumper. This procedure lets you lift the boat bow and swing it onto the roof rack. This method is a good choice if you often fish alone, or if your car-top boat is very heavy.

If you choose the car-top method that requires a hitch, be sure you get the correct model hitch for your vehicle. In addition, a hitch that attaches to your car's frame is better than one that gets put on your car bumper. The frame-mounted hitch is a much stronger support than a hitch that gets attached to the car bumper, and it lets you graduate smoothly to trailering, if you take that route.

**Securing the bow.** One of the most difficult car-topping problems to solve is keeping the bow of the boat secure on the roof racks so that it can't move off the rack to the left or right. The best car-top system I've ever used for securing a boat is a pair of roof racks with "boat clamps" that I bought from the L.L. Bean catalog in 1969. It consists of two gutter-mounted metal cylinders with four boat clamps—curved, thick pieces of aluminum that gripped the gunwales to the roof racks. The aluminum clamps attached to large eyebolts that could be tightened to the roof racks by way of large thumb screws. I also tied the boat down on my car with rope at the bow and at both stern corners, but the clamps alone held the boat securely on the roof racks—I used to rock the boat forcefully on the roof racks to test its road-readiness, and it was always very solid.

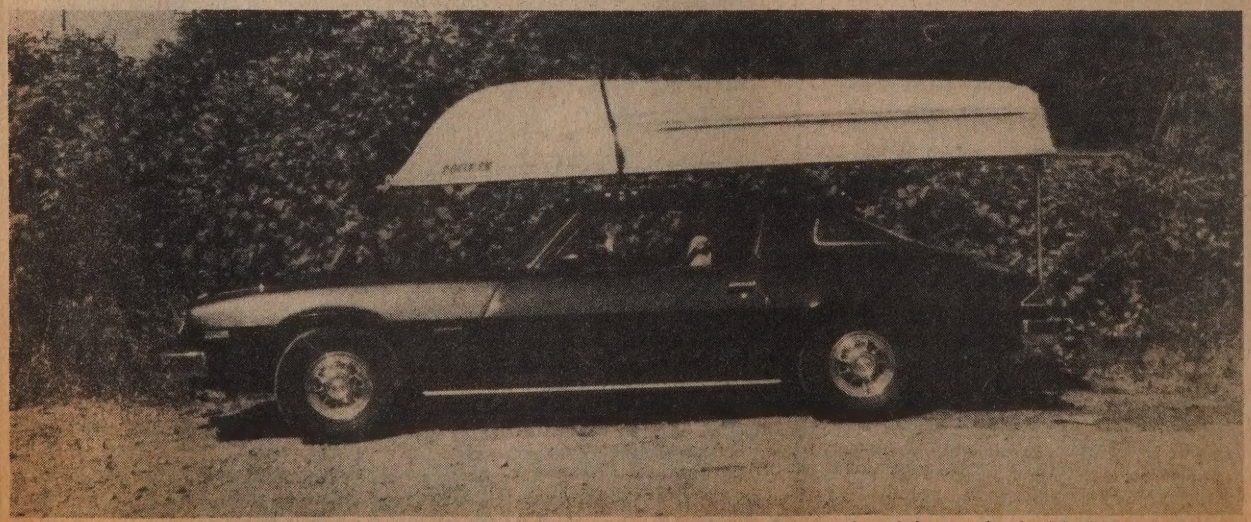
This particular system is no longer available from L.L. Bean, and I've seen it nowhere else since. Nevertheless, many roof racks sold today work fine, and these include models for cars with and without gutters. Top-quality racks cost upwards of $60-$70.

**Tie-downs and clamps.** The boat clamps I have work great, but whatever kind of racks you buy, you'll need some kind of device, pre-made or homemade, that grips the gunwales to the roof racks at all four contact points. To increase your traveling safety further, get two straps to tie the boat down. Sling the straps at one end of each rack over the top of your boat, and secure them tightly at the roof rack's other ends.

**Boats.** Unless you pump iron, lugging around a boat that's too heavy and too big takes the fun right out of car-top boating. For enjoyment and safety, a car-top boat should be no longer than 13 feet and no heavier than 100 pounds. My car-top boat is a 12 foot aluminum semi-V that weighs 94 pounds. I often fish with friends who help me load and unload the boat, but the many solo trips I've made were not oppressive because my boat is not too cumbersome for one person to handle.

Along with choosing a reasonably sized boat, as you car-top more and more you will probably want to establish a routine for launching and retrieving your boat. Like the crew on a jumbo jet goes through a checklist, your routine adds to your trip's safety and ease of operation.

Remember that car-top boating is both a stepping stone to other kinds of boating and an end in itself. By observing a few ideas for safety and convenience, car-top boating can add much to your fishing.



**The pole at the back of this car is attached to a frame-mounted hitch. One roof rack is required with this setup; in this case, it's a rack for cars without gutters. The boater can swing the boat on and off the car alone, so this system works well for solo cartop boaters.**

# WELCOME TO THE CLUB

## by Matt Ahern

I have yet to meet a sinker bouncer who doesn't enjoy flounder fishing. Let the first balmy days of early spring arrive and hundreds of early-bird fishermen can be seen skiff fishing on placid bay waters; clustered at the rails of party and charter boats anchored over flounder hot-spots; lined up along creek banks, canal bulkheads, jetties and piers; all doing what they enjoy most—enticing scrappy flounder to the baited hook.

Welcome to the club!

Of course, there is good reason for all this activity: flounder are not difficult to catch. Not easy, mind you, but with a few basic requirements it is not difficult to become a successful flounder fisherman.

Most experienced fishermen expect spring flounder to begin biting well by St. Patrick's Day. From then on, fishing remains good in most areas until mid-May, or until advancing summer's warmer water sends the flatties to cooler, deeper spots where they find water temperatures more to their liking. Eventually, most spring flounder migrate to offshore ocean grounds, although there is always a residence of flounder available in summer to the "sharpies" who know their fishing areas.

Fortunately, most spring flounder are caught in sheltered waters, which means tackle requirements are simple and inexpensive.

There are two rod choices available: a light boat rod, equipped with a revolving spool reel filled with eight to ten pound test monofilament line, or a light to medium-weight spinning rod with matching open-faced reel filled with six pound test mono. (There's no reason a drop line can't be used if that's all that is available. Much of the enjoyment may be lacking, but to each his own. And don't forget: in the hands of an expert, a drop line will always outfish a rod and reel.)

My favorite outfit is a light six foot spinning rod and open-faced reel filled with the recommended six pound test mono. With this outfit I can cast light sinkers and still hold bottom in a normal tidal current. Not only that, but with this light line and sinker, the hooked flounder can still pour on the steam and give a good account of itself.

As with all bottom fishing, rigging is no problem. But because this is so, many fishermen don't place enough importance to it and they often err in this department. Knowledge of the proper terminal tackle and its correct use makes the difference between fish and no fish. It's as simple as that.

**Spring flatties run big.**

I can give you no better advice than this: when bottom fishing always bear in mind the cardinal rule—the less hardware, the better. Always! It is the smart fisherman who gives more than passing interest to how he rigs.

Hooks are no problem. The standard flounder hook has long been the long-shanked Chestertown in size nine or ten, with nine preferred. I no longer use these (actually I haven't in over 55 years!). I use #6 regular-shanked Sproats (Mustad style #3366). These small hooks don't look like much, I'll admit, but they certainly catch flounder. It will pay any interested fisherman to try them.

Because flounder are bottom feeders, your hooks must be there to do any good. To achieve this, experienced flounder fishermen tandem-tie their hooks.

Here's how to do this. Use two hooks and fold the snell of one at its middle. Take this fold and place it through the knotted loop of the second hook. This second hook is then put through the first fold, drawn up tightly and secured with an overhand knot. (Don't forget to do this last bit; without the security of that overhand knot, one hook may ride down the snell of the other.) The completed rig is placed on the main line by making a two inch double-overhand loop two inches above the sinker. All this takes but seconds and doing so will guarantee your hooks to be on bottom.

If you wish you may employ a 2/0 to 4/0 sinker snap and place both tandem rig and sinker together. Incidentally, this is a good method to use when casting on those windy days which are likely to twist the rig about the main line. You may lose some sensitivity, but not enough to concern yourself about it.

I have found flounder fishing to be best where currents are slow moving, which, in turn, makes heavy sinkers unnecessary. Especially is this so when using the recommended light mono line. Seldom will you find it necessary to use sinkers heavier than two ounces. (Actually, if you do find you must use heavy sinkers to hold bottom, you are not fishing in the best flounder-producing area. The fish may be there, but you'll find tough going.)

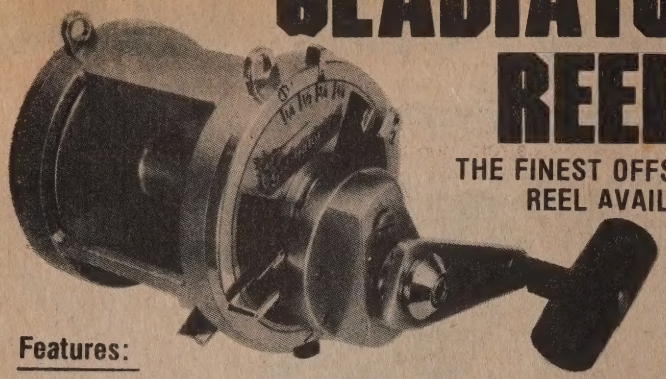
The bank-style sinker is the kind most often used for bottom fishing as its teardrop shape enables it to slide past minor bottom obstructions without snagging. I suppose any type of sinker would be okay (except the surf caster's pyramid), but you might as well have it right.

Now to bait—and here the flounder fisherman is indeed fortunate, for Freddy Flounder will accept a wide variety of bait...most times. Never a rose without thorns—right?

Most anglers use blood and sand worm exclusively, but this doesn't

(Continued on next page.)

# GLADIATOR REELS



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necessarily mean this bait is best. It means only that this bait is more in demand, and this demand is usually sponsored by novice flounder fishermen who have been told by other fishermen (who should know better) that our flat friend dotes on worms and nothing else. To be truthful, I really can't remember when I last used either of these marine worms, but it's got to be at least 40 years, or more. I use nothing but fresh clam (when I can get it) and fresh bank mussels. These are available at most fishing stations and bait stands.

Because flounder have small mouths, many fishermen make the understandable mistake of using small baits. Unfortunately, this error often makes the difference between catching small fish and those of bragging size. Don't let that small mouth fool you. Any decent-sized flounder can inhale a bait one and a half inches in length. In fact, these larger baits are more appealing to flounder. Take a tip from old Matt: use that size bait whether you are dunking worm or clam. You may suffer the slings and arrows of your buddies, but fear not, for certainly he who laughs last, laughs best.

Not only is proper bait size important, it is also necessary that it be put on the hook correctly. When using worms never pass or run the hook completely through to the end. Doing so gives the worm a curved, bunched appearance. Not only does this look unnatural, but due to muscular contraction the worm has a tendency to toughen as it follows the contour of the hook. Because of the flounder's toothless mouth, these tough baits will be ignored. Should you catch flounder on bait in this condition, they are most likely to be small.

The best way to make a worm bait appealing is to run the hook through and bring the point out about a third of an inch from the end. This will leave the hook's bend and barb exposed and allow the bait to lie on bottom naturally, with that little piece wiggling enticingly in the current. Flounder can't resist. And don't worry about the hook showing—flounder never notice.

Another excellent bait is a choice slice of succulent clam. There are three kinds of clam fishermen use with good results: the large ocean skimmer, and the soft and hard clam found in local bays. I use them all, with my preference going toward fresh soft clam (steamers).

Fresh skimmer is often difficult to come by in most bait shops; therefore, these are usually purchased frozen. But there's a hitch here. Unless you can be certain your frozen skimmer contains no salt, it is best to visit your local fish market and buy a dozen hard clams, or a pound or two of soft clams. (When thawed, frozen salted skimmer often becomes brittle, making it useless for bait.)

All clam bait should be cut into narrow, thin slices (about the thickness of a bloodworm is about right).

And very important—make sure some of the soft belly remains with each slice. This is what flounder relish. Also be sure to place these slices on the hook in the same manner as worm bait. It is most important that a small piece be allowed to trail in the current.

One more thing on clam bait. When using soft clam, trim the black skin from the "neck" and then cut the neck into two or more slices, depending upon size. Save the string-like "lips" too; use these first. Quite often you'll find these narrow strips outfish the neck. (Don't forget now: make every flounder bait you use at least one and a half inches in length.)

Like us humans, fish also have their food preferences. Fresh bank mussels are the T-bone steak on a flounder's menu. The fisherman who uses these will rarely go wrong.

The mussel's one drawback is that it's often difficult to keep on the hook when cast. If fishing is done from a boat, this is no great problem because it isn't necessary to cast to reach the fish. But shore fishing is a horse of another color. Often casting must be done to get the bait within reach of the flounder. Troubles. Troubles. I've found, though, that if the hook is run through the mussel meat several times and then wrapped about the hook shank, it will stay on long enough to entice a flounder.

If fishing other than on a charter or party boat, you will have to find your fish. This isn't difficult. Look for water at least 15 feet deep and anchor. (If your fishing area contains all shallow water, look for the deepest part when possible.) You can also drift when the weather permits and drop the anchor when the first fish is caught. Or you can look for other boats in the general area and fish near them—not too close, of course.

When a flounder bite is felt, don't haul back with a savage yank as so many do. You're more than likely to pull the hook away; at best, you'll have a lightly-hooked fish. All that is required to sink the hook is a quick snap of the wrist. Watch your experienced flounder fisherman at work. You'll learn more on hooking fitness than if I were to write a thousand words on the subject.

If no action is forthcoming, this doesn't mean there are no fish around. Flounder often snuggle close to bait and inhale it furtively, giving no notice of their presence. Cautiously raise the rod from time to time; if weight is felt, follow through with a continuous lift of the rod tip. Fish hooked this way are seldom lost.

Chumming with cracked mussel and/or soft clam is guaranteed to draw fish under your boat. Just toss a few mussel or soft clam in the general direction of the anchor until the fish respond. Don't over-chum, but don't under-chum, either. Enough to whet the fish's appetite is what you want to do. And don't become too engrossed in your fishing that you overlook sweetening the chum line occasionally ly. Just so long as you keep the fish on the prowl for your chum, they will continue to bite.

You can also invest in a chum pot. Pack it with crushed mussel or clam and bounce it on the bottom from time to time to disperse the goo into the current.

Shore fishing for flounder produces well—sometimes better than from a boat, particularly at the beginning of the season. Fish the bank of any deep water creek, the bulkheading of any canal, or from a jetty or pier, and it's a safe bet you will catch flounder in springtime. Use the methods mentioned, with slight modifications if necessary to suit your fishing area.

No article on local flounder fishing during springtime would be complete without mentioning snowshoe flounder. The name "snowshoe" is no misnomer. Many of these large flounder will reach three pounds (sometimes more). During the heyday of great snowshoe flounder fishing at Montauk, it wasn't unusual to see five and six pounders come up. (I haven't caught one like that in years.)

Weather is the deciding factor here. Late April and throughout May is snowshoe time at Montauk. As this is more or less specialized fishing and time is running out, the beginner is advised to check out the Montauk party boats at that time of year.

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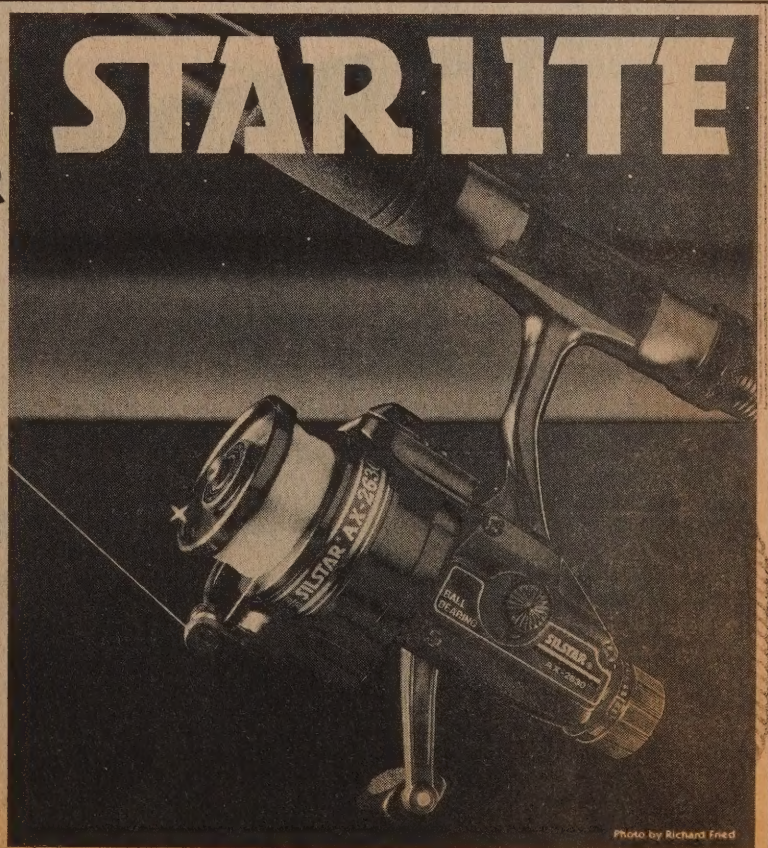


# FLATFISH ON THE MARCH

## by Tom Schlichter

**Great South Bay anglers eagerly await the March "opening" of flounder season.**

The first substantial catches of Great South Bay flounder each year occur around the first week of March. For the most part, these early scores are confined to the State Channel and the eastern half of the bay.

To fill a bucket with flatfish this time of year requires both thought and effort on the part of the serious angler. To begin with, these fish are just coming out of a long period of winter dormancy. The water surrounding them is still very cold; therefore, these flatties are in no mood to expend a great amount of energy. Think of yourself awakening on a chilly March morning. If you're like me, you'll probably punch out the alarm clock, pull the blanket up around your head and go back to sleep. Even food can wait until I begin to wake up a bit. Flounder are much the same in this regard. They are cold, sluggish, and not likely to move around substantially, even to forage for food.

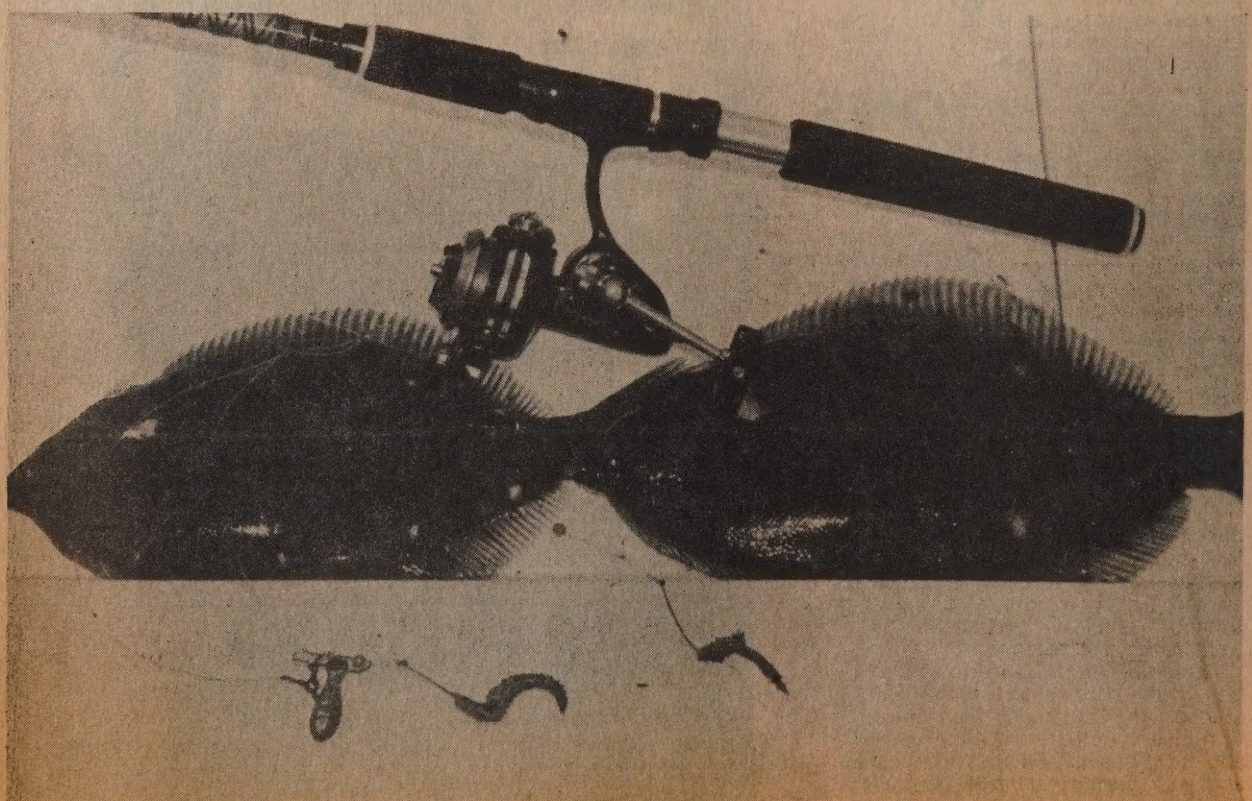
For these reasons, it's important to fish slowly, chum considerably and work an area in which tides or currents make food easily obtainable to flatties.

Notice the last point made in the previous paragraph. Early season flounder tend to gather most heavily in areas where tidbits of food will be presented to them by currents or tides. A look at some of the early season hotspots will demonstrate this point. The mouths of the Patchogue River, Browns River and Connetquot River are early producers year after year, as are the deeper channels which parallel Heckscher and Cherry Grove.

The main factor responsible for this consistent productivity is water movement. Tides and currents flush particles of food out of these rivers and along the channels, eventually depositing them in those places where the current begins to relax. It is these areas where flounder tend to congregate most heavily in spring.

Now that we've established the whereabouts of our quarry, the next step is to get them densely packed under the boat. Chum is a must to accomplish this task. Think back to the March morning mentioned earlier. Now, just imagine yourself lying in bed, half-awake. You know there's bacon in the refrigreator, but you're not willing to expend the energy to get up and cook it. But if the smell of sizzling bacon should happen to saunter into your bedroom, the chances are mighty strong that you will get up to investigate. Needless to say, the more you chum, the more flounder that will be investigating under your transom.

I usually load up a chum pot with smashed mussels and lower it to the point where the pot just touches bottom. This way, the rocking motion of the boat stirs the pot constantly, allowing juices and small particles of mussel to escape into the current. A few cracked mussels scattered around the perimeter of the boat is also a good idea. As added insurance, I



Light spinning or baitcasting outfits work fine in the shallows that characterize much of Great South Bay.

always make it a point to stir up the bottom with a plunger or long stick. This action releases food lodged in the bottom. Additionally, it is my belief that the clouds of mud created by this disturbance draw curious flounder over to investigate.

Virtually any light spinning or conventional outfit can be used. Lines testing six to twelve pound offer the most sport, but heavier equipment can be used, particularly if conditions call for the use of heavier sinkers. The standard flounder rig consists of two #10 to #12 Chestertown hooks tied in tandem. A more effective hook, although harder to work with, is the English wide gap. These hooks will hold your bait longer and really dig in when set. The drawbacks are that they are more difficult to remove from the fish's mouth, and bend more easily than the Chestertowns. Bank sinkers of one to two ounces will sufficiently anchor your bait to the bottom, except under extreme conditions.

One setup I've found to be particularly effective is the slip sinker rig. This is constructed by placing a small sliding sinker ahead of a black snap swivel and clipping on one of the aforementioned hooks attached to a 12 inch leader of 12 to 20 pound test. This rig is especially gratifying on those days when flounder are putting on their finicky act. I consider clams and mussels the most productive baits, although blood and sand worms have their dedicated followings. Keep your baits small for the greatest success. A one inch strip of clam or worm is all that is needed. Be sure to thread your bait onto the hook in a manner which will allow at least one-quarter inch to trail free.

Lower your offering to the bay bottom and allow it to sit still for a minute or so, then begin lifting slowly, just an inch or two off the bottom every few seconds. This is called the slow lift method of floundering and is especially effective in determining the presence of gentle biting flatties. Essentially, the lifting motion is made to feel the weight of flounder which have mouthed a bait without any tug or indication being transmitted to the angler. With the slow lift, an angler is able to sense the weight of a fish holding gingerly onto the bait and thus drive home the point of the matter.

Time of day is not as much a factor as is tide phase when it comes to early flounder.

I try to plan my trips around a midday tide so as to take advantage of the warmest part of the day. My greatest success has generally come on the outgoing tide, although incoming water can produce equally well on some occasions.

Remember to dress warm as it can be considerably colder on the water than on the mainland. Fish slowly, work river mouths and channel edges, and chum heavily. Follow these steps and your spring floundering results are sure to improve.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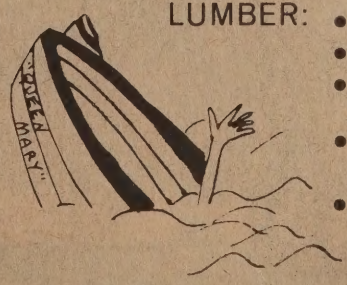


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# THROUGH BOLTING THE IMPOSSIBLE

## *by Ray Hendrickson*

**Here's how to through bolt hardware in places you never thought possible.**

It's blowing a gale-and-a-half nor'-west and the marina is about two feet shy of running out of water. A shining new skiff—the pride, joy and five-year indebtedness of its owner—practically hangs on its dock lines, straining to keep its bottom damp. Finally, in rapid succession, the cleats tear loose. Outboard engine and bulkhead clash head-on. The engine loses!

Striving for the utmost safety in his boat, a dedicated skipper adds quarter rails around the cockpit. The first time returning through a raunchy inlet his buddy stumbles, grabs the rail—overboard!

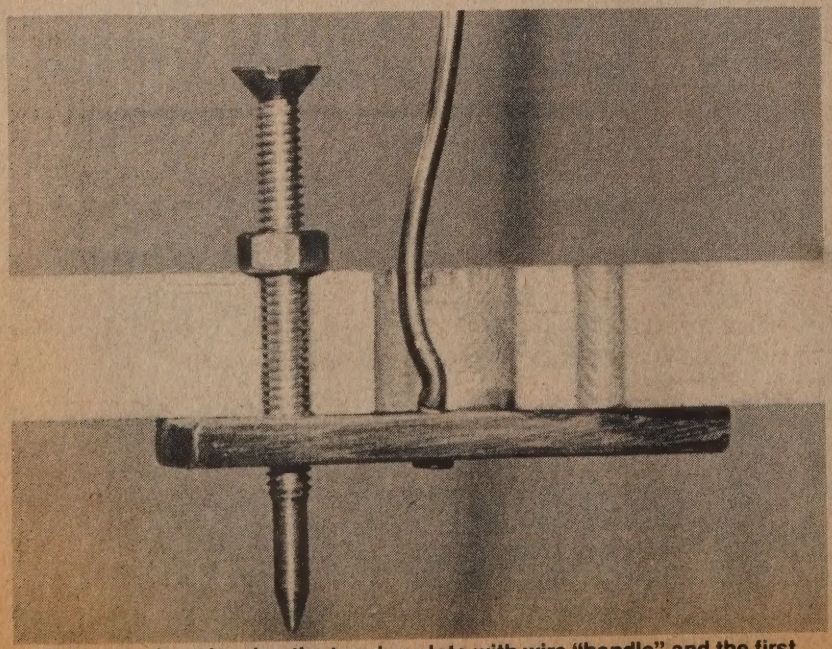
The builder who installed those cleats could have fastened them with through-bolts and nuts, but self-tapping screws offered a cost cutting corner he figured (hoped, at least) would never come to light. The well-intentioned skipper **wanted** to run bolts straight through those rail stanchions, but the underside of his boat's structure was inaccessible. He had **thought** he had to settle for self-tapping screws.

All too frequently, whether adding accoutrements or trying to improve upon a manufacturer's shortcomings, it's seemingly impossible to reach the underside of washboards, hollow transoms and many deck areas of modern fiberglass boats. We are forced to rely upon screws, that although sufficiently sturdy when loaded strictly from the side (shear), are incapable of resisting an upward pull beyond that which the glass, or wood, allows. The screw's threads can take it, but the mating threads embossed in the boat's structure aren't nearly as strong.

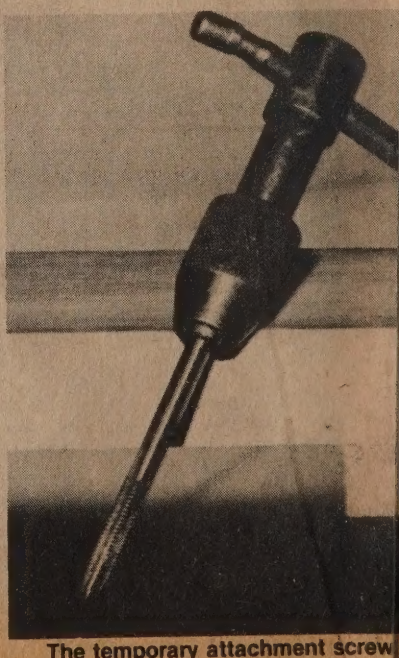
But a bit of mechanical chicanery can usually knock those first two letters off "impossible." Cleats, chocks, stanchion bases—even a deck-mounted horn that someone might desperately clutch while taking a header—can be through-bolted with a touch of pregnant imagination; requiring only a small access hole that is covered by the hardware item when installed, and "tapping plates." The base profile of almost any hardware item will cover a 3/4 inch hole, and many fittings will mask even larger diameter entries.

A tapping plate is merely a strip of metal threaded to accept two or more bolts. It should be as thick as a standard nut made for the particular thread involved; 3/8 of an inch wider than the bolt diameter (more, if possible); and about one inch, plus two bolt diameters, longer than the distance between threaded holes. Bronze, stainless steel or brass are recommended, although well-primed and painted steel serves as a last resort. Other than a hacksaw, electric drill and bits found in most tool boxes, a tap and tap wrench are the only specialty tools required. A tap is a screw-like device with hardened edges for cutting threads in metal and other tough materials. When buying a tap to match selected bolts, also pick up the proper size tap drill if it's not already in your tool kit.

Other than these tools, the fitting to be secured and the bolts, you'll need about six inches of 1/8 inch diameter wire solder and a pair of cheap screws and nuts of the same thread as the



Cut-away view showing the tapping plate with wire "handle" and the first modified screw and clamping nut installed.



The temporary attachment screw of sawdust-and-epoxy putty cure

inal installation bolts. The cheapie crews should be about an inch longer han the bolts. File or grind a narrow oint on the screws, and also knock ff about one-half inch of thread as llustrated. Check the screws to be ure you haven't raised any burrs, nd we'll install a cleat by way of lemonstration.

With the cleat as a pattern, drill nd tap the threaded holes in the apping plate. Drill a 1/8 inch hole in he center of the plate and push the older through with about 1/8 inch rotruding. Holding the long end of he solder close to the plate with vise r pliers, hammer the short end to ivet the solder in place.

Position the cleat on the boat and rill holes through the structure to natch with a bit equalling the bolt iameter. Pencil the outline of the leat base on the boat and drill a hole etween the bolt holes that is as large s possible, yet leaving enough urface area under the cleat for ealing compound. The illustrations how a 3/4 inch hole and quarter-inch asteners.

Bend the solder to lay along the ength of the tapping plate, and push he plate through the hole—but don't et go of the solder. Pull upward on he solder to catch the end of the plate n the underside of the structure and tart a toggling action. As the plate atches, you'll feel the solder give, nd with a few gentle tugs the plate ill come horizontal as the soft solder 'hinges."

Insert the pointed screw in one of he bolt holes and gently rotate the older to line up a threaded hole in the late with the screw. Don't fight it. elax, and you'll easily determine hen the point finds the threads, and he screw enters. Once engaged, turn he screw in a few turns, pull up martly to assure the threads are engaged, and run the nut down finger-tight. Lest I forget, you may want to apply some adhesive later on in this procedure, so it's a good idea to wipe a thin film of oil on the threads just before inserting the screws. This is also a good time to point out that although we can't squeeze a backing block through our access hole, the tapping plate is a fair substitute. It provides considerably more bearing area than plain nuts and washers.

With the solder as a handle, jiggle the plate into final alignment and attach the second pointed screw. Sometimes it helps to back off the first nut just a bit to allow the plate to slide across rough laminate. Now, you might opt for pushing some epoxy down the access hole and working it between the plate and structure. If so, temporarily tighten the nuts until the epoxy cures. This will hold the plate in position for re-use should the cleat ever have to be removed in the future. However, if the steps in this procedure are reversed, the cleat can be removed without losing the plate. The epoxy is merely a hedge.

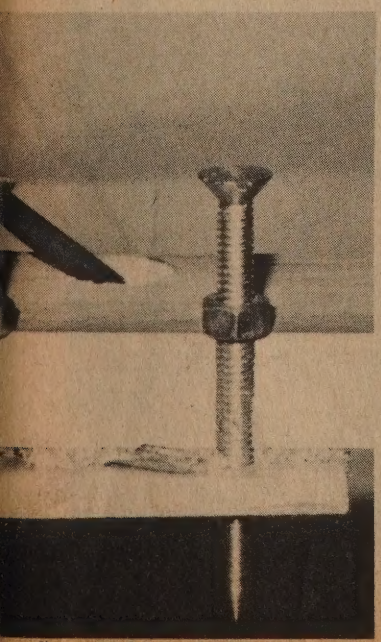
Snip off the solder just below the structure's surface. Check that the nut on the first screw is finger-tight, and remove the second screw. Daub sealant on the cleat's base, position it over the empty hole and install the bolt finger-tight. Remove the other screw, rotate the cleat to line up and install the second bolt. Torque both securely. If there's a bit of trouble lining up the second bolt it's quickly remedied by tweaking with the point of the screw.

Scant imagination is needed to expand this technique for through-bolting items with three, or four, bolts—but there is one hitch. The solder stub will most likely wind up outside the area encompassed by the access hole when the tapping plates are set off-center. If additional access holes are precluded by the base of the fitting being too confined, here's the way out. Reach in and snip the solder as close to the plates as possible, and work a putty of sawdust and epoxy down between the plates and structure (remembering to grease the screw threads). Then tighten the screws as much as the buried stub of solder permits, and let set until the epoxy cures. The putty will fill the gap caused by the solder stub, forming a solid base as well as gluing the plate in place.

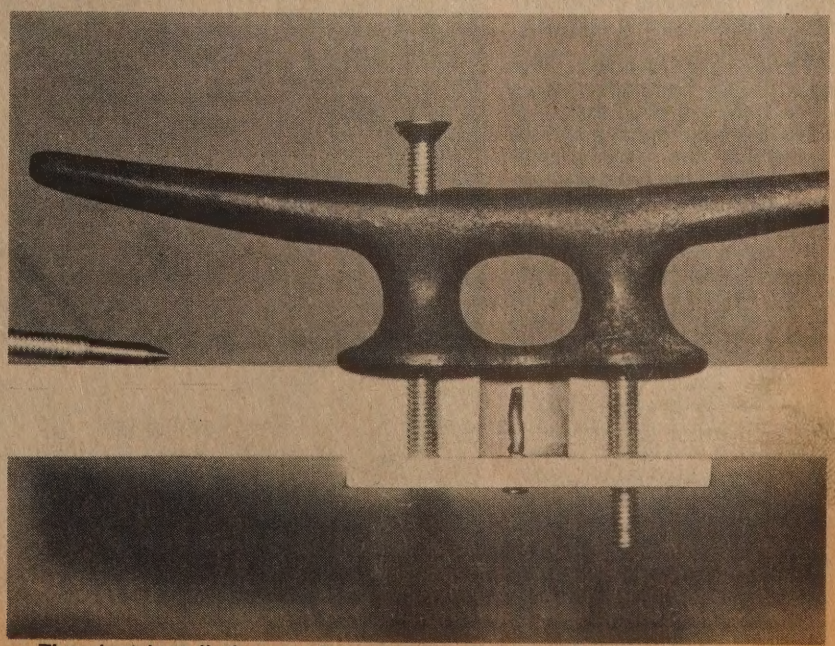
Admittedly, we've spent more time than required to merely drive in a couple of self-tapping screws, but the increased integrity is worth the effort. Some more tips: a round access hole that is just short of cutting the mustard can be altered in shape with a rat-tail file. Three-hole patterns (frequently found in stanchion bases) can be accommodated with one two-hole tapping plate, and a second plate with one hole, but epoxied in place.

Why not toggle bolts? The oversize hole required to pass the folded wings allows the installed bolt to shift under side load. Too, the wings will soon rust out, and they're strictly one-shots; pull the screw out—and the wings drop off.

When all else fails, and you insist upon through-bolting some particular items for safety's sake. A desired access hole that can't be covered by the installed fitting may well be neatly plugged with an aluminum tubing cap, such as used on the bottom of aluminum furniture. Additionally, access holes for regular nuts (and maybe a backing plate) can sometimes be cut in adjacent structure (such as underneath the gunwale inner lining) and capped with a neatly made teak plate. For the plate, screws are good enough.



ce; finger-tightened while a smear n solid bedding.



The cleat installation nearly completed. One bolt is home, and the second on the way down.

# UNDERSTANDING THE LEVER DRAG REEL

## by Ed Mesunas

**Despite having been a part of the offshore scene for years, lever drag reels remain a mystery to many anglers.**

The outrigger clip snaps, the line straightens, and suddenly the crew springs into action. Even the monotonous drone of the diesel changes to a lower, slower tone as all attention is focused on the fish astern. Settled in his fighting chair, the big game angler steels himself for the battle ahead, but all he can do now is hang on as the tuna bores on below.

Line sizzles off the 80 International and in a few seconds, half the spool is empty. "Better put some more pressure on him," our intrepid angler reasons. As he shoves the drag lever from the strike to full position, he feels the rod lurch and the drag stop. He hears a crack, as if someone fired a .22 pistol. Too soon, or too late, he realizes the line broke. Goodbye fish of a lifetime.

There were a number of actions our big game fisherman could have taken to secure Charley Tuna in the fish box even before he settled in the fighting chair. However, our angler's Waterloo was met when he made that mistake of pushing his drag lever to the full position. If anything, you need to **back off** some on the drag if you are being spooled. Increasing pressure in that case is almost sure to part your line. Why?

It's the principle of leverage. With a full spool, it may be relatively easy to pull line from a drag, because of the distance from the spool's spindle to the departing line. That greater distance translates into greater leverage, just like a longer wrench will make it easier to turn a frozen nut. But as the spool of line's diameter decreases, as in a prolonged fish run, there's less distance between the center of the spool and the line, and consequently less leverage. That translates, eventually, into more drag pressure on the line.

But beyond our blue water angler's unfortunate mistake of not taking the leverage principle into account, there may have been some other oversights, going back all the way to when he first purchased that 80 International. If he did his homework by first reading the instruction manual, he could have saved himself some grief, and maybe some line and offshore trolling lures.

All of the basics are in the instruction manuals included with the luxury, big game, tournament type reels such as the Penn International series. Digesting the instruction manual will not only familiarize you with the reel's operation, but it will also key you into what the reel can and cannot do.

A reel like the International has two big advantages over other conventional, star drag type reels. One is the pre-set knob, which allows you to program your drag to suit your line's breaking strength. This pre-set feature enables you to use your line for all its worth, with little risk of snapping.

Working in conjunction with the pre-set feature is your drag lever,

**Most blue water trollers prefer to leave lever drag reels set in the strike position or somewhat lower, depending on the quarry.**

which is both your clutch and your working drag, built into one control. Here's how the pre-set feature and lever drag feature work together on an International, and how they should be used, to get the most out of that reel you paid for so dearly. Let's use our blue water fisherman's 80 International for an example.

First, mount the International on its matching rod. If you chose an 80 lb. tip (rod suitable for 80 lb. class tackle) and 80 lb. dacron or monofilament for your 80 International, you'll have a balanced outfit. Each element—rod, reel and line—will complement each other and work in unison to beat the fish with the utmost efficiency. Some anglers may bend those rules a bit by spooling on, say, 130 lb. test line on an 80 International; bending rules is okay, as long as you know what you're doing.

Next step is to secure a spring scale. Any type of good quality fish weighing scale will do, and of course, will serve double duty as monitor of your catches' weight at day's end. Attach one end of the scale to a hook in a wall, car bumper, etc., or any solid object, and the other end of the scale to your line.

What you are now aiming for is to have your 80's drag start to slip between a range of 20 and 28 lbs. of pressure when the drag lever is set on the strike position. Stand or sit in a comfortable position, point the rod toward the scale, gather up any slack line, and pull upwards on the rod. Using the imaginary face of a clock, pull the rod from a nine o'clock position up to a ten or eleven o'clock position. As your drag starts to slip and pay out line in the position, have someone read the scale to determine the drag pressure.

As previously noted, 20 to 28 lbs. of drag pressure will have you in the ball park when setting an International 80 drag. Going low (or high) on that range depends on your personal preference. As also noted, the strike position is where you want your drag lever to be while pre-setting the drag.

Now, here's a top-notch tip. Chances are, you'll need to adjust your pre-set knob quite a few times before you reach your desired drag pressure. After all, pre-setting the drag is a matter of trial-and-error adjustments until you achieve the desired setting. **Each time you adjust your pre-set knob, to get more or less drag pressure, back your drag lever all the way off into the free spool position.**

The mechanical reasons for doing this are numerous, but suffice it to say that many drag problems on the Internationals are spawned by failure to observe this simple precaution. Adjusting the pre-set knob while your drag lever is in strike is somewhat akin to shifting gears on a truck without throwing in the clutch. You just don't do it!

Once you have properly pre-set the drag on your International, there's no need to fool with the pre-set knob while fishing. With such a reel, you can fish assured that your drag is set within safe limits of the line's breaking strength. On that International 80 we were using as an example, when you shove the drag lever to the strike position, you **know** your drag is set between 20 and 28 pounds—just where it should be.

The 120 degree arc that the International's drag lever rides on has three reference points: free spool, the strike position and the full position. When the lever's in the free spool position, all pressure is off the drag and the spool is just riding on its ball bearings. The effect is the same as a star drag reel in free spool, even though the International's gears are always engaged.

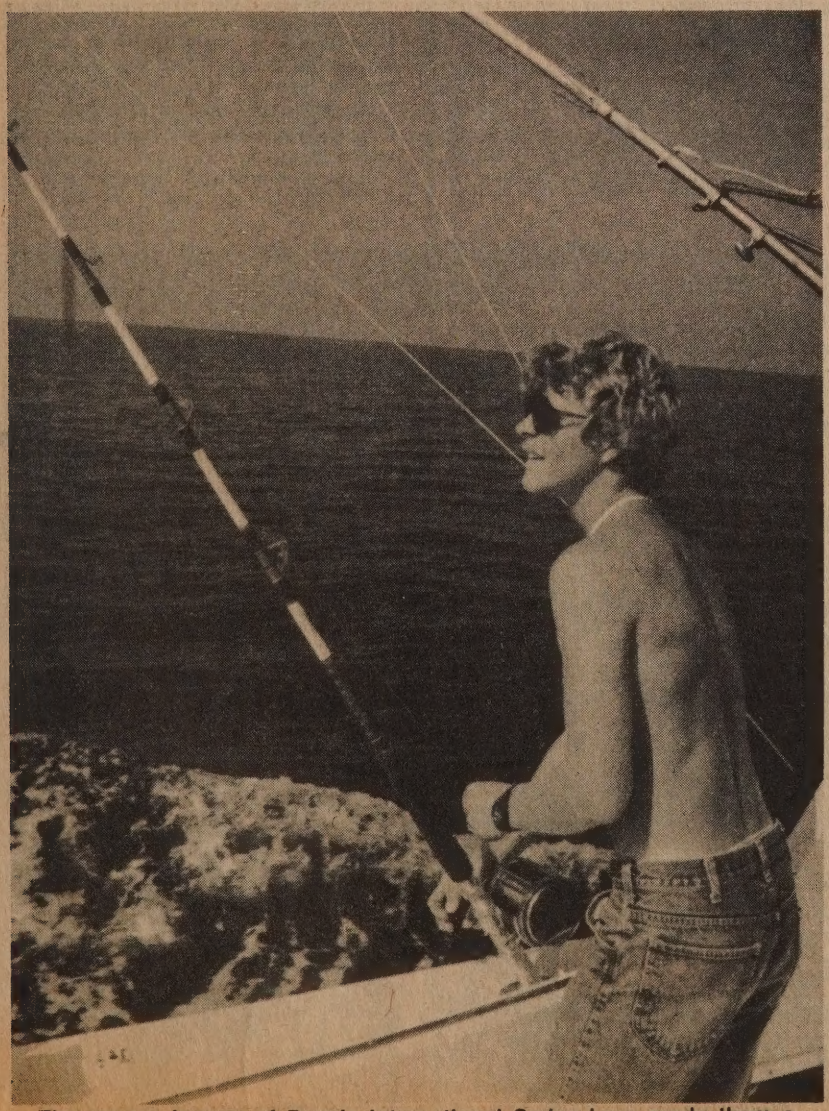
Move the lever off the free spool button and pay close attention to the spool. You'll notice it shifts to the left a bit. As soon as you take the lever off the free spool position, you are starting to add drag pressure. The higher you move the lever toward the strike position, which is about two-thirds up the arc, the more drag pressure you are adding. Of course, once you reach the strike position on our exemplary International 80, you have reached your 20 to 28 pound reference.

Slide the drag lever over the strike button and continue all the way up to the full position and you will add almost twice as much drag pressure as that on your strike position. You won't "lock up" the drag, as so many anglers think. Why anyone would want to "lock up" line against a large game fish is beyond me, but if they really wanted to, all they would have to do would be to wrap the line around a handy cleat!

Drag pressure almost doubles in the arc's short distance from the strike to full position, so that total drag will now translate into a range of 35 to 40 pounds on that International 80. Using the full position is tricky, and you should reserve it for special circumstances only.

You can use it to slow down a huge

(Continued on next page.)



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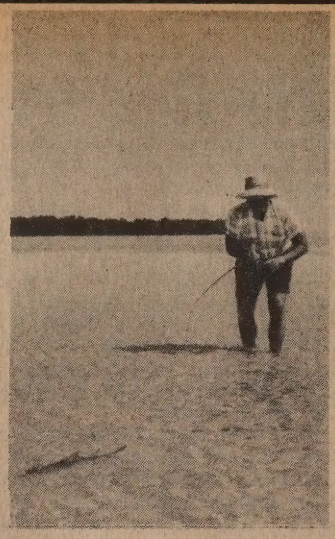
# Fishing the Flats

By Mark Sosin and Lefty Kreh



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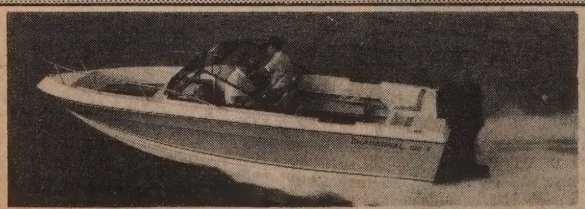

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fish's run, soon after it strikes, but remember to back the lever down to the strike position again if the spool approaches the half-empty mark. Whether you use the full position option or not is a decision only you, the angler, can make. Just use it early on in the run and keep an eye on how fast you're being spooled!

Another use anglers find for the full position is when they have reached their double line, and they want some extra insurance as they prepare for gaffing ceremonies. If our fisherman has played his quarry right, the fish won't be green, and he'll basically be pulling in dead weight. Shoving the lever to full is perfectly in order, since the fish may suddenly come alive again after seeing or feeling the business end of the gaff.

Most anglers, when trolling, will keep the drag lever at the strike position or somewhat lower, depending on the species sought, locale and personal preferences. When hooked up they'll play their denizens at strike, with the option of going full if the occasion fits. Drifting methods will often see fishermen pulling the lever back to complete free spool, with click engaged to prevent overrun, or perhaps just off free to add a little drag pressure. Again local conditions, traditions and species dictate methods.

Part of the joy of fishing with an International-type reel is the convenience of using the drag lever just like a car's brake—you can move the lever up or down for more or less braking power, even when your mako shark is doing somersaults.

In studying the instruction manual on a reel like the Penn International, which covers their Light 12H model up through their 20, 30, 50, 80 and 130 models, each strike setting is about 1/4 to 1/3 below the breaking strength of the listed line. If you're using 30 pound test line, why not set the drag for about 25 pounds, to get the most out of the line's strength?

It just doesn't work that way. You need a large safety margin between your drag setting and the breaking strength of your chosen line. A nick, cut or fray in your line can reduce its strength by one-half or more. A hurriedly-tied knot can also cut into the line's strength. Many tournament grade lines, when wet, actually break below their listed strength. Just like a chain, a line is only as strong as its weakest link.

Factory tests have also proven that, a split second before the drag's washers start to slip, pressure on the line goes way past the intended setting. For instance, returning to that 80 International set at 25 pounds on the strike position, actual pressure may, for a split second, approach 50 pounds. Compound that phenomenon with the shocking strike of a large billfish or tuna, and the idea of a drag set purposely low makes more and more sense.

Other factors compensate for the apparently low drag setting. The line

in the water itself causes varying degrees of drag on a running fish. As a former professional lifeguard who performed numerous water rescues towing a quarter inch lifeline through the crashing surf, take my word on just how much dragging a line can slow you down.

Additionally, if an angler is employing balanced tackle, the fish will have to fight the rod, and to put a fighting bend in a rod takes plenty of energy. Again, it's another testimony to balanced tackle, with line, rod and reel working together to tire out the quarry.

Just how often should you check the strike setting on your lever drag reels? That all depends, of course, on how much the drag is actually used. The mate on a sportfisherman out of Honolulu will no doubt check his International after each marlin hook-up, while the charter boat out of Freeport trolling bluefish with 30 Internationals can go a couple of weeks without a check. A prolonged slugfest with a large gamester, with more than a couple of sizzling runs, is certain to put some wear on the drag washers and alter the strike setting. The minute you think it **might** be worthwhile checking your drag with the spring scale, do it.

As far as in-season maintenance goes, everyone has their own version. While mine may not be etched in stone, it keeps my Internationals spanking new, despite heavy use. I use a very fine spray of fresh water back at the dock, warm if I can get it, to flush away salt deposits. I don't use a heavy stream of water, because then I may actually be flushing the salt **into** the innards of the reel.

The next step is to let the reels dry or dry with a rag, then apply a light coat of rust inhibiting oil to the external surfaces. I like using a good quality pressurized oil, like WD-40 or CRC, because it's quick and easy. Make a couple of quick shots on each sideplate and top and bottom of the reel. Finish by wiping with another rag to distribute the oil evenly and wipe off excess. If you get some of the oil on your line, it will do no harm if you wipe off the excess right away. If the pressurized oil is not your cup of tea, you can substitute an oily or silicone rag for applying the protective lubrication.

Finally, back the lever drag off all the way into free spool and apply the click to put some tension on your line. Backing the lever off into free spool before putting the rod on the rack relieves any pressure against the springs, bearings, cam, drive plate and other components in the lever drag system.

Every other trip or so, lubricate the oil ports on the handle and gear sleeve with a few drops of lubricating oil. Not too much! A couple of drops in the right places goes a long way.

How often your lever drag should be overhauled depends on its use. In extreme case, some Internationals seeing heavy action are overhauled after each trip. Casual offshore fishermen can get a few years between overhauls. Generally, most anglers should get their Internationals or other lever drags serviced every season or two.

While you're not forbidden to take an International apart yourself, you better be pretty handy. A reel like the Penn International is a superb piece of machinery, with close, exacting tolerances, and if something isn't installed just right, the reel will never work properly.

Better yet, take your lever drag to a good, established, reputable dealer who knows what makes a reel like the Penn International tick. Another good deal is to send your International back to the plant in Philadelphia for servicing. Costs are minimal, results are excellent, and it all adds up to a real bargain if you want to protect your lever drag investment and keep your mind at ease while plying the blue waters this season.

However you get your lever drag reel serviced, do it before the season starts. If the servicing takes an extra day or two during the off season, you won't feel it. When the offshore fishing gets hot, you'll want to be putting those lever drag reels to the test.

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# CANAL HOPPING

## by Louis Mauriello

**Both the Quogue and Shinnecock Canals offer land based flounder fans some good early season flatfishing.**

Most fishermen in our area believe the fishing season begins with the first run of spring flounder. Though it is true old Pseudopleuronectes americanus is part of the spring fishing ritual in our area, I find that most fisherfolk wait too long to get started. The majority of flounder caught in our area are taken from either small boats or party boats. Often forgotten is the availability of some fine shore fishing during the early part of the season.

From late February through April Fool's Day, a time many people view as the beginning of flounder season, we have available to us two early season locations that can be reached by anyone who owns a car. Fishing one of these places can often be productive, but fishing both may double your chances of bringing home some sweet, fresh fillets. You may be wondering how this is possible. Read on and I will explain.

The first location I fish is the Shinnnecock Canal. It is easily reached from points west by traveling east on Route 27 until you reach the North Road/Shinnecock exit. Make a left at the stop sign and proceed to Montauk Highway. Here, make a right turn and travel over the canal and then make another right. Just past the railroad trestle, make another right and you are at the canal bulkhead.

It wasn't too long ago that this area was unpaved and at times, you would be standing in mud up to your ankles. This has all changed, however, as the area is now all blacktopped. It's no longer necessary to wear rubber boots to keep your feet dry and this makes the area a bit more attractive to the occasional fisherman.

Now that we have reached the canal, let us take a look at what we will need to catch these early run flatties. As far as tackle is concerned, light spinning or baitcasting tackle with eight or ten pound test line is sufficient to fish Shinnecock Canal. The terminal tackle is identical to the terminal gear you would use on a boat, but with one exception. That exception is in the weight of the sinker. When fishing at Shinnecock Canal, I only fish when the locks are closed. Because of this, there is no current to worry about and the lightest sinker in my bag can be used effectively. I like to use these light sinkers so that when a flounder hits, he will not feel much resistance.

As for hooks, I stick with my home-tied #6 Sproats on a 20 lb. leader. On these hooks, I like to use the ever popular, fresh shucked bank mussel. I've already written about the effectiveness of this bait; so I will say nothing more than be sure you shuck the mussels fresh. It does make a

**Bundled against a chill March wind, a Quogue Canal faithful awaits action.**

difference.

More than any other shore spot, I have found chumming from the bank of Shinnecock Canal to be a profitable proposition. This is so because of the lack of current. When I chum in this area, I crack some fresh mussels and spread them around in front of the spot I am fishing from. Somehow, even with the lack of current, the flounder in the area manage to find their way to this miniature chum slick.

I have tried corn kernels for chum at Shinnecock, but probably due to the lack of moving water, it doesn't seem to work as well as it does in the bays. Also, the kernels may be slipping into the rugged bottom found here, making it almost impossible for the fish to find it.

Because of the rugged bottom here, I make sure I bring along the makings of at least a dozen rigs. It isn't unusual to lose that many during the few hours you will be fishing there.

Because the Shinnecock Canal is best fished during the period when the locks are closed, it pays to know when these locks close so that we can get the maximum fishing time while there. Years ago, I remember arriving at this canal just as the locks were opening on several occasions and you can bet the words I used were not those to a popular song. I finally wrote down the simple formula to figure out when the locks close and have had no problems since. All you have to do is find out when high tide is at Sandy Hook and then deduct 3½ hours. That's all there is to it. You can now fish for approximately six hours until the locks open.

Because of the swift current in this canal when the locks are open, I move to my second location. This is the Quogue Canal.

The locks opening at Shinnecock indicate that the tide is beginning to ebb, and this is the choice time to fish the Quogue Canal. Also, because the Quogue Canal is on my way home, I like to try to get in a few hours of fishing there before calling it a day.

To reach the Quogue Canal from Shinnecock is a simple matter. Just hop back on Rt. 27, going westbound and in a few minutes you will come to Rt. 104. Get off on 104 south and follow it to Rt. 27A. This is the old Montauk Highway and is impossible to miss as it is the end of Rt. 104. Make a right and after about 1/4 mile you will come to Quogue Street, which appears as a fork in the road. Bear left, or make a left if you will, and at the first corner, which will be Shinnecock Road, make another left. Follow this to the end and park off to the side. Try to be considerate of the locals at this location. The local police are nice enough to let us fishermen park on this street during the off-season, despite the No Parking signs that are posted.

Once you are parked, you can hop out of your car and see the area you will be fishing. There are a few basic differences between fishing at Shinnecock and fishing here at Quogue.

First, when fishing the Quogue Canal, I strongly recommend the wearing of waterproof boots. There is no concrete bulkhead here, as there is at Shinnecock, and all fishing is done from a sod bank. At times, when the tide is very high, you will find that your feet will be quite wet, unless you have the proper footwear on.

A lengthy cast is required at the Quogue Canal as the fish tend to be in the deeper part of the channel this time of year. It is because of this, I use my favorite seven foot, fast taper, ultra light spinning rod on these excursions. With a balanced spinning reel loaded with 10 pound test mono-filament, I can fish both locations very nicely. I have seen some folks using ten foot surf rods at Quogue, but I find them unnecessary. Let's not forget the average flounder may weigh about 3/4 of a pound to a pound and these surf sticks are quite a bit too heavy to enjoy any sport from the fish.

I would highly recommend the use of flat or pyramid sinkers of at least two ounces when fishing here. These style sinkers do not roll along the bottom in the current as do the other styles of round sinkers. I like to cast into the current, which moves from right to left as it is ebbing, and find my line settles almost directly in front of me. Remember, if your bait is moving, it is not very likely a flounder will be interested in it.

I now come to something I find strange. All of my friends, and some of you folks out there, know of my addiction to fresh mussels as the prime flounder bait, in the spring. Here at Quogue, however, I have run into an exception to the rule. My records indicate that the flounder at this location like a nice juicy piece of sandworm over all other baits. Why? Heck, I don't know. All the other fishermen I ask can't come up with a good answer and the fish refuse to answer me when questioned. Actually, the WHY is unimportant. Just remember this bit of information and bring along some squirmers for these Quogue fish.

Keep in mind a few other small items for fishing the Quogue Canal. Since you won't be fishing directly in front of your car, as you do at Shinnecock, remember to bring along something you can park your rear on. That marsh can be awfully cold on the seat of your pants. Also, bring along a sand spike. There is no place to rest your rod here and you may want to use your pockets to warm your hands. This way, you simply place the rod in the sand spike, as I do, and watch your rod tip.

Partially due to my being a fishing fanatic, and partially due to the fact of the high price of gas nowadays, I try to get as much as I can out of a fishing excursion. I have found hopping from one canal to the other to be quite productive, and it also extends the time spent away from those paint brushes that seem to go begging for use at this time of year.


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# MORE THAN JUST TRANSPORTATION

## Part One—*by John Fritz*

**Rigging out a vehicle to suit your fishing needs can make those hours spent of the beach all the more rewarding.**

One of the basic concepts of successful business practices suggests that, "Time is money." Minutes, hours, a day once elapsed can never be retrieved. To the young, it is an interval which does not seem to pass with sufficient speed; to the old it is something squandered at an alarming rate. Regardless of age, the time spent by many outdoorsmen, in the pursuit of their sport, is viewed by many as a total waste, something which approaches the limits of sanity. Convenience sports, practiced during periods of pleasant weather, can be forgiven, but those nitwits who leave the comforts of home at all hours of the day or night, in all types of weather, cannot be looked upon as sane people. Foremost among the groups in this category are the surf fishermen, a breed of hardy anglers who realize that much of the better fishing takes place when normal people are relaxing in the pleasant confines of their homes.

Common sense alone would indicate that the more time an angler spends in the pursuit of his sport, the greater amount of knowledge he will acquire, followed in all likelihood by a much greater success ratio. It is a relatively small percentage of beach fishermen who account for the majority of game fish pulled from the surf. The phrase "paying one's dues," is a simplistic way of stating that many fruitless hours may be spent seeking fish before that transitory combination of natural forces are blended which will produce success.

The tolerance of individuals to discomfort varies with each person, when in the search of game fish the desire to catch fish has a direct relation on the amount of discomfort one will endure. Standing in a cold, wet rain on a wind-swept beach with little to show for hours of effort would soon drive the most resolute angler to head for home, possibly with the best stage of the tide yet to come. If this angler possessed a nearby shelter where he could warm himself, enjoy a bite to eat and a hot cup of coffee, or just find relief from the relentless elements, his resolve to continue fishing may well return, enabling him to make full use of his opportunity. A beach buggy, which can be driven to the actual fishing scene, is ideal, but even a vehicle left in a nearby parking lot can often accomplish the same result.

A vehicle designed and used solely for the pursuit of game fish along the water's edge is not always possible due to the demands place on one's pay check. Many vehicles will need to fit the dual roles of family car and fishing machine; therefore, the rapid conversion from one type of vehicle to

A comparison of side-mounted rod racks on a four-wheel drive pick-up and one model of ski rack that will carry rods of all sizes on the family car.

another is a definite advantage. The comments outlined in the following paragraphs are directed at those who own a vehicle which can be driven on the beach, but many of the thoughts can be adapted for use in the average automobile.

To begin with, the size of the vehicle is of prime consideration, especially if one plans to use it for sleeping quarters during a weekend trip to a distant shore. Unfortunately, those small, compact cars, flaunting their thrifty 40 miles to the gallon, are not suitable for providing a comfortable several hours of needed sleep. Many of the intermediate-sized vehicles can be altered to enable a person to stretch out comfortably, but in several instances it will require the removal of a seat. Blazers, suburban type rigs, as well as pick-up trucks fitted with a cap, are better suited for overnight stays. Personal preferences vary greatly as does the ability of each individual to expend considerable sums of money for a vehicle which will, at least in part, be used to pursue a sport.

Among the first thoughts to be considered after the vehicle is obtained or the decision is made to modify the family automobile, is to arrange to carry as many items as possible on the outside of the rig. Of major importance is the ability to transport these cumbersome, yet fragile casting rods in a secure and accessible manner, the obvious means being to fasten some type of carrier on the roof of the vehicle. There are standard roof racks available, designed to carry cumbersome articles too large for the auto's interior, which can be modified to transport a number of fishing rods safely. Unfortunately, these racks are usually anchored to the rain gutter, a feature present on all older vehicles, but which has been eliminated on many of the newer models. These popular racks can be fitted with 6 to 12 inch sections of PVC pipe which have been previously notched to form an "L" shaped groove, fitted to receive the leg of the spinning reel. Since most anglers prefer to transport their rods with the tips pointing forward, this cross bracket is positioned towards the rear of the vehicle's roof, but should correspond with an equal number of stainless steel, spring powered utility clamps attached to the front bracket.

An ideal roof rack, one which can carry any number of saltwater sized fishing rods without making necessary modifications, are the racks designed especially for the skier to transport both his skis and poles. These racks are adjustable, conforming to any width auto, plus having the additional benefit of being equipped with a built-in locking device which will prevent the entire rack from being removed from the car or from being opened where the rods can be stolen. There are models made to accommodate vehicles with rain gutters and also the new sporty designs which did away with such a

**Some items that make it possible to get more out of your buggy. Front-mounted cooler, plastic tub for plug bag, clothes, etc., and a canvas bag for toting along other miscellaneous items.**

practical feature. If the reel is to be left mounted on the fishing rod, then the rods are usually carried in reverse position; that is, with the reels hanging downward, suspended in front of the windshield. With the reels positioned in this manner, they are not protected by the locking arms of the racks and, therefore, exposed to anyone with larceny on his mind. Special models are also available for use with vehicles equipped with a luggage carrier.

Vehicles not furnished with the standard metal roof such as the Chevy Blazer, which has the rear portion made of fiberglass, or the pick-up truck fitted with either an aluminum-sided or fiberglass cap may need to have specially designed rod racks for each particular vehicle.

A cooler is an indispensable item on any fishing trip of an extended duration. Naturally, food and drink can be stored within its confines, a factor which can negate the need to stop at a more costly restaurant. A cooler is also the most favorable place to store any fish, a commodity which is better kept from the inside of any respectable vehicle. With the cooler mounted on the outside of the rig, a potential mess can be avoided and considerable interior space can be gained. Most often the cooler will be set into a bracket designed for that particular vehicle and mounted forward of the front bumper, which can also be fitted with a device to secure the cooler with a lock and key. The majority of the serious beach buggy operators choose the largest cooler possible, the 151 quart Igloo. However, that immense cooler may not be practical for every rig. The major manufacturers, Igloo and Coleman, offer a wide variety of sizes, one of which will conform to any specific need.

With virtually all of the troublesome items now safely bound to the outside of the vehicle, most of the interior space is free to store the remaining articles which are necessary for a successful and comfortable fishing trip. An air mattress and sleeping bag, both easily restored to their small, compact form, will provide a satisfying means to get that much needed rest. An ordinary laundry bag can be used to carry extra clothing should the weather or a set of contrary waves necessitate the need of dry garments. One or two plastic tubs, of the type restaurants use to collect their dirty dishes, can be used to store waders, top, plug bag, belt or any other gear likely to become wet, without the danger of saltwater marring the interior of the vehicle. A canvas carry-all is perfectly suited for stowing a wet suit or other saturated gear if plastic tubs are difficult to obtain. This strong durable bag, which when empty can be folded to take up little space, can be obtained from the Surfcaster, 113 Maywood Road, Darien, CT 06820. A compact Coleman stove, available in almost every camping supply store, is a blessed item when a cup of hot coffee or soup is needed to take the chill from a body exposed too long to inclement weather. Fresh water can be brought along in plastic containers for use in cooking, washing or just to brush one's teeth, a simple luxury, but one which makes a new day a bit more pleasing.

If the purchase of extra plug bags is

(Continued on next page.)

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too costly, low profile, wooden boxes can be used to store additional items of tackle and a reserve supply of lures, should some be lost or the fish decide to change their feeding habits. Spools of new line, replacement hooks, rolls of vinyl tape, duplicates of the guides, and tip-tops of the most frequently used rods or maybe a few essential spare parts for your favorite reel could easily be stashed away within the rig without taking up too much space.

The only need not covered so far is toilet facilities, a function which can be taken care of by purchasing a Porta-Potti or by simply using the nearest restaurant or parking lot accommodations.

Inexperienced buggy operators, venturing onto the sand, often encounter difficulty simply because they neglect to let a sufficient amount of air out of their tires. Some are ignorant of even the basic principles of beach driving; others are just too lazy, while some are hesitant because they do not have a device with which to reinflate the tire once they leave the sand. The danger of getting trapped in an untenable location, not to mention the severe added wear and tear on the drive train of the vehicle, is sufficient reason for investing a few bucks in an air inflating appliance. Whether you opt for a separate air storage tank, the slow pump which plugs into the cigarette lighter or a compressor permanently mounted under the hood, the cost is offset by the peace of mind in knowing that should your rig become bogged down the few extra pounds of air removed from the tires will frequently ensure traction.

If the lack of time or skills prevents anyone from fashioning his own cooler bracket, rod holder or compressor, Tom Matty located at Transportation Enterprises, 2064 Jericho Turnpike in Commack is an able and knowledgeable mechanic who has helped many surf fishermen outfit their buggies for the beach.

Regulations regarding sleeping in a vehicle either in the parking lot or on the beach itself, is governed by many different rules, each varying with the governmental agency involved and contingent on the time of the year. Prior knowledge of the rules is advised but generally bona fide fishermen, in possession of the necessary permits, are not harassed. A consideration granted by almost all agencies who are aware that responsible surf fishermen constitute a stabilizing influence in this world of increasing violence and needless destruction.

Whatever the accommodations one is able to provide, the increased time spent near the water's edge will further the likelihood of being where the action is, the more comfort one has at his disposal the longer he is apt to persist. Then you can be the one who says, "You went home too early; the fishing busted loose right after you left."

# FISHERMAN TIPS

BY FRED GUARDINEER

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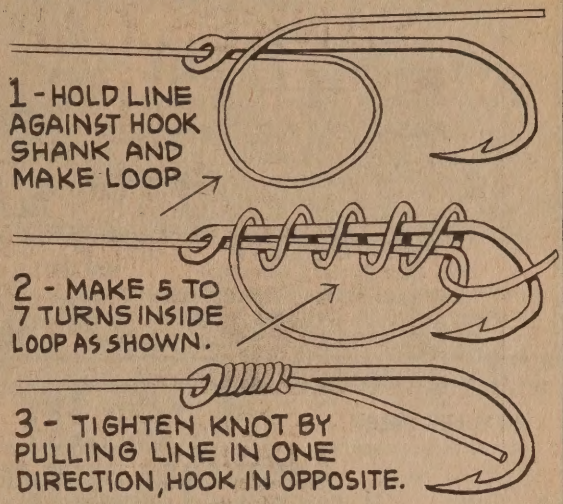
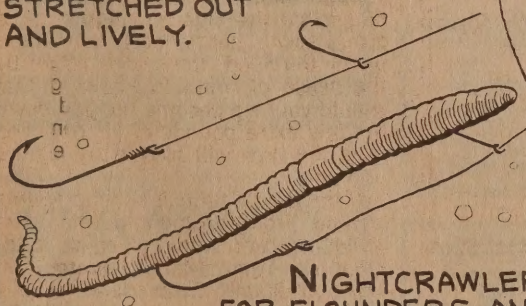
**A UNI-KNOT SNELL** IS A GOOD WAY TO TIE A HOOK TO A LEADER ...

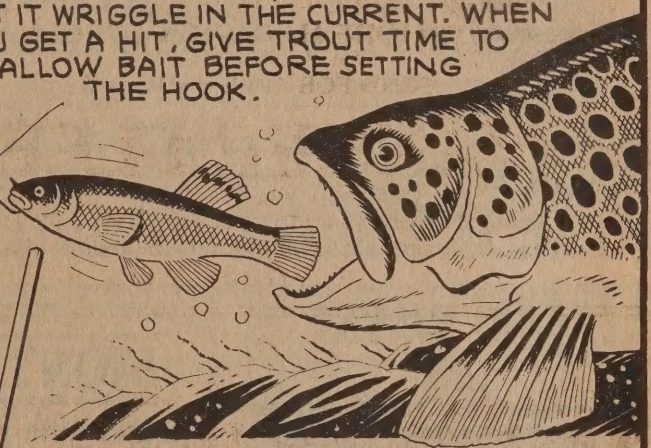

1 - HOLD LINE AGAINST HOOK SHANK AND MAKE LOOP
2 - MAKE 5 TO 7 TURNS INSIDE LOOP AS SHOWN.
3 - TIGHTEN KNOT BY PULLING LINE IN ONE DIRECTION, HOOK IN OPPOSITE.

**WHEN TYING ON A HOOK,** PASS THE LEADER THROUGH THE EYE OF A *SMALLER HOOK* AND THIS COMBINATION WILL KEEP A WORM OR OTHER BAIT STRETCHED OUT AND LIVELY.



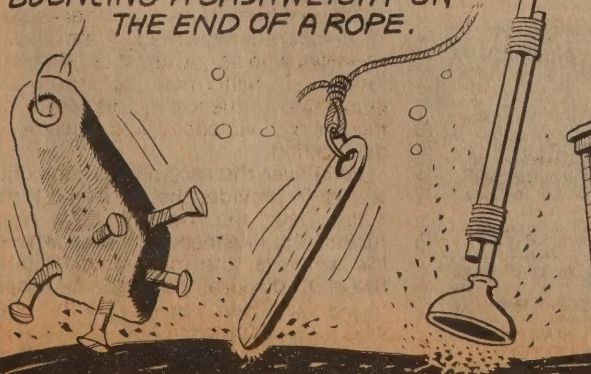
NIGHTCRAWLERS FOR FLOUNDERS AND FRESHWATER FISH... SANDWORMS FOR WEAKFISH.

**EARLY SEASON TROUT** ARE SUCKERS FOR SMALL LIVE MINNOWS OR KILLIES. HOOK THROUGH BOTH LIPS, LOB OUT GENTLY AND LET IT WRIGGLE IN THE CURRENT. WHEN YOU GET A HIT, GIVE TROUT TIME TO SWALLOW BAIT BEFORE SETTING THE HOOK.

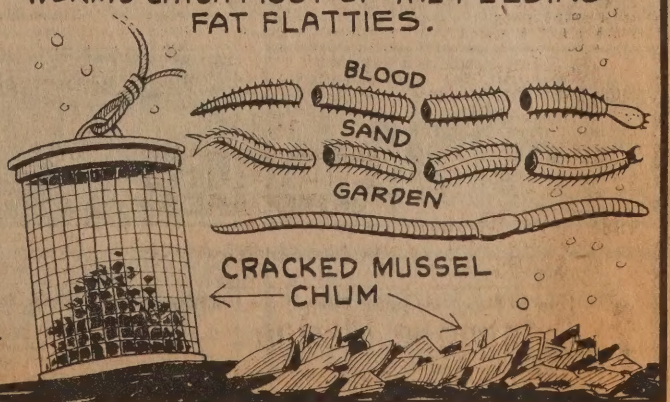


**STIR THE BOTTOM** UNDER YOUR BOAT TO ATTRACT FLOUNDERS TO THE AREA WITH THE FOLLOWING METHODS...

*HEAVY SCREW STUDDED SINKERS, PLUMBER PLUNGER ON LONG POLE, BOUNCING A SASHWEIGHT ON THE END OF A ROPE.*



**CRACKED MUSSELS** IN A CHUMPOT IS AN EFFECTIVE FLOUNDER CHUM WHILE PIECES OF MUSSELS AND CLAMS ON THE HOOK ARE A GOOD BAIT. SAND AND BLOODWORM PIECES ON THE HOOK AND WHOLE GARDEN WORMS CATCH MOST OF THE FEEDING FAT FLATTIES.



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---

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—ALL BAIT, CHUM TACKLE & ICE SUPPLIED—

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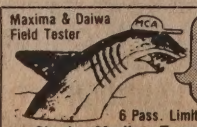
Maxima & Daiwa Field Tester

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Shark • Marlin • Tuna
Giant Cartwright Blues
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# South Shore REPORT
## with Fred Golofaro

This past week's return to wintry weather brought the Quogue Canal flounder action to a halt. But to the surprise of many, Great South Bay flounder were more cooperative than most would expect, particularly on Sunday.

## MORICHES BAY & INLET

Larry Dellaire of **L&M Marine Fishing Station in East Moriches** reported that he had only six boats out over the weekend with virtually zero results. Larry felt the combination of wind and cold water temperatures were to blame for the abrupt halt in what up until this past week had been a very good showing of flounder. He figured that a few days of moderating temperatures are all that's needed to get the fishing back on track.

Over at **Silly Lily Fishing Station in East Moriches** Gary Grunseich called to tell us that his operation is now in full swing. He had a couple of boats out on the weekend. Those that ran to buoy 54 in the canal had poor results, but Gary was surprised by a catch of 20 fish made in the bay at buoy 44 by one couple who hit the spot for an hour on their return trip. Gary too felt

**John Rozansky with some of the 70 cod he decked aboard the Montauk charter boat "Vivienne," last season.**


# SAG HARBOR

GARDINERS ISLAND FLOUNDERS
1'ST TO THE FISHING GROUNDS • HEATED CABIN • CAPACITY 93 PERSONS
WILHELRIC II • 7 AM DAILY
FORMERLY OF GREENPORT
SR. CIT. RATE WEEKDAYS
SAILING FROM LONG WHARF PIER SAG HARBOR
SAILING SAT. & SUN., MAR. 24 & 25 AT 7 AM
THEN EVERY DAY AT 7 A.M., STARTING FRI., MAR. 30
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FLOUNDER 8A.M. WED., FRI., SAT. & SUN.
MOONLITE CRUISES
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8 A.M.
WED. THRU SUN.
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**The Cook party with bass to 45 lbs. taken last October at Montauk aboard the charter boat, "Blue Fin IV."**

that some milder weather would get the ball rolling again.

## GREAT SOUTH BAY/ FIRE ISLAND INLET

According to Paul Graniello of **J&J Tackle in Patchogue** there was a decent showing of flounder in the east bay this past weekend. Despite the cold and wind, the weather did however stifle the efforts of most private boatmen. Most of the reports Paul received concerned catches made by open boats working in the vicinity of Sayville and the Blue Point line. Paul reminded that he is well stocked with worms.

From **J&R Sports Center in Oakdale** Al Colban said that he teamed with George Walters on Sunday to sample the early flounder action first-hand. The pair needed only two hours in Dickerson Channel to put away 25 nice flounder in the 1 to 1½ lb. range. They used clams and worms and chummed with mussels. Al added that he received encouraging reports from Heckscher, Brightwaters and south of Good Samaritan Hospital as well. On the freshwater side of the ledger, some nice trout taken out of Bubbles Falls over the weekend and good fishing continuing in Connetquot State Park. Unconfirmed reports of a 12 lb. brown trout taken in the tidal reaches of the Connetquot but we've been unable to track down any specifics. The shop is well stocked with bloodworms, mussels and clam chum for flounder fans and night crawlers for the freshwater set.

Captain Neil Delanoy of the **Bay Shore** open Boat **Casey Lee** inaugurated the flounder season this past weekend. While Saturday's action was a bit on the discouraging side, Sunday's results were better than to be expected. Eighteen fares sailed on Sunday's trip and accounted for over 300 flatties. Harry Weydig of Islip Terrace accounted for 29, while Violet Gallo of Great River put away 25 fish. The skipper worked east of Heckscher

# High Tide Tables

**How to use tide tables:** To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

| DAY | SANDY HOOK AM | SANDY HOOK PM | BREAKWATER HARBOR AM | BREAKWATER HARBOR PM | NEW YORK AM | NEW YORK PM | NEW LONDON AM | NEW LONDON PM | WILLETS POINT AM | WILLETS POINT PM | BRIDGEPORT AM | BRIDGEPORT PM | NEWPORT AM | NEWPORT PM | DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THURS. | 11:10 | 11:30 | — | 12:05 | 11:30 | 12:00 | 12:30 | 12:55 | 2:05 | 2:35 | 2:20 | 2:45 | 11:20 | 11:45 | 3/8 |
| FRI. | — | 12:00 | 12:30 | 12:50 | — | 12:20 | 1:15 | 1:50 | 2:50 | 3:25 | 3:05 | 3:35 | — | 12:15 | 3/9 |
| SAT. | 12:25 | 12:55 | 1:20 | 1:50 | 12:50 | 1:15 | 2:10 | 2:55 | 3:45 | 4:20 | 4:00 | 4:35 | 12:45 | 1:15 | 3/10 |
| SUN. | 1:25 | 2:05 | 2:25 | 2:55 | 1:50 | 2:25 | 3:15 | 4:00 | 4:45 | 5:25 | 5:00 | 5:40 | 1:50 | 2:20 | 3/11 |
| MON. | 2:35 | 3:25 | 3:30 | 4:05 | 3:05 | 3:55 | 4:20 | 5:10 | 5:45 | 6:40 | 6:05 | 6:45 | 2:55 | 3:30 | 3/12 |
| TUES. | 3:50 | 4:35 | 4:40 | 5:10 | 4:25 | 5:10 | 5:25 | 6:05 | 7:00 | 7:55 | 7:15 | 7:50 | 4:00 | 4:25 | 3/13 |
| WED. | 5:00 | 5:35 | 5:45 | 6:10 | 5:35 | 6:10 | 6:25 | 7:00 | 8:15 | 9:05 | 8:15 | 8:50 | 4:55 | 5:20 | 3/14 |
| THURS. | 5:55 | 6:25 | 6:40 | 7:05 | 6:30 | 7:00 | 7:20 | 7:50 | 9:20 | 10:00 | 9:10 | 9:40 | 5:50 | 6:15 | 3/15 |

## On Sandy Hook

| | |
|---|---|
| STATEN ISLAND | +0 27 |
| ATLANTIC HIGHLANDS | −0 01 |
| Red Bank, Navesink River | +1 48 |
| Long Branch | −0 34 |
| SHARK RIVER INLET | −0 18 |
| Shark River Basin | +0 27 |
| MANASQUAN INLET | −0 12 |
| Seaside Park | −0 33 |
| Mantoloking bridge | +5 34 |
| TOMS RIVER | +4 37 |
| Waretown | +2 33 |
| BARNEGAT LIGHT | −0 20 |
| Manahawkin Bridge | +2 33 |
| Beach Haven | +1 47 |
| LITTLE EGG INLET | −0 01 |
| Seven Islands | +0 12 |
| Graveling Point | +1 05 |
| Mullica River | +1 55 |
| Grassy Bay | +1 08 |
| ABSECON INLET | +0 14 |
| Atlantic City Pier | −0 26 |
| Great Egg Harbor Inlet | +0 12 |
| GREAT EGG HARBOR | +0 44 |
| CORSON INLET | +0 09 |
| TOWNSENDS INLET | +0 06 |
| HEREFORD INLET | +0 02 |
| Grassy Sound Bridge | +0 45 |
| Cape May Harbor | −0 02 |
| Rehobeth Beach | −0 07 |
| INDIAN RIVER INLET | +0 41 |
| SHINNECOCK INLET | −0 50 |
| Shinnecock Bay | +1 25 |
| East Quogue | +2 45 |
| Shinnecock Canal | +1 18 |
| Indian Reservation | +3 05 |
| MORICHES INLET | −0 56 |
| Smith's Point | +3 28 |
| Hart's Cove | +1 30 |
| Pontunk Point | +3 35 |
| Mastic Beach | +3 28 |
| FIRE ISLAND INLET | −0 38 |
| Democrat Point | −0 38 |
| Coast Guard Station | −0 19 |
| Fire Island Light | +0 47 |
| GREAT SOUTH BAY | |
| Sayville (Brown Creek) | +3 39 |
| Heckscher State Park | +3 20 |
| Bay Shore | +2 23 |
| Babylon | +2 12 |
| Amityville | +2 21 |
| JONES INLET | −0 19 |
| Zachs Bay | +1 25 |
| Seaford Harbor | +2 05 |
| Freeport Creek | +0 34 |
| E. ROCKAWAY INLET | −0 06 |
| Long Beach Bridge | +0 19 |
| ROCKAWAY INLET | 0 00 |
| Beach Channel Bridge | +0 38 |
| J.F.K. Airport | +0 26 |

## On Bridgeport

| | |
|---|---|
| Lloyd Point | +0 08 |
| Cold Spring Harbor | +0 08 |
| Bayville Bridge | +0 13 |
| Eatons Neck Point | +0 03 |
| Northport Bay | +0 03 |
| Norwalk Islands | +0 10 |
| Smithtown Bay | +0 08 |
| Cranes Neck Point | +0 05 |
| Port Jefferson Hbr. entrance | +0 03 |
| New Haven Harbor | +0 08 |
| Mount Sinai Harbor | +0 05 |
| Herod Point | −0 07 |
| Mattituck Inlet | +0 05 |
| Horton Point | −0 20 |
| Truman Beach | −0 42 |
| Falkner Island | −0 13 |
| Sachem Head | −0 10 |
| Branford Harbor | −0 07 |
| New Haven Harbor entrance | −0 08 |
| Milford Harbor | −0 07 |
| Stratford, Housatonic River | +0 27 |
| Shelton, Housatonic River | +1 36 |
| Black Rock Harbor entrance | −0 03 |
| Saugatuck River entrance | −0 01 |
| South Norwalk | +0 10 |
| Greens Ledge | −0 01 |
| Stamford | +0 04 |
| Cos Cob Harbor | +0 06 |
| Greenwich | +0 02 |

## On New London

| | |
|---|---|
| Orient | +0 36 |
| Little Gull Is. (Race) | +0 12 |
| Greenport | +1 04 |
| Southold | +1 43 |
| New Suffolk | +2 26 |
| South Jamesport | +2 32 |
| Shinnecock Canal | +2 33 |
| Noyack Bay | +2 05 |
| Sag Harbor | +0 59 |
| Three Mi. Hbr., Gardiners Bay | +0 21 |
| Promised Land, Napeague Bay | −0 14 |
| Montauk Inlet | −0 25 |
| Montauk Point, north side | −1 13 |
| Niantic | +1 20 |
| Stonington, Fishers Is. Sound | −0 33 |
| Noank, Mystic River ent. | −0 23 |
| THAMES RIVER | |
| Smith Cove entrance | −0 01 |
| Norwich | +0 12 |
| CONNECTICUT RIVER | |
| Saybrook Jetty | +1 10 |
| Lyme, highway bridge | +1 24 |
| Essex | +1 38 |
| East Haddam | +2 41 |
| Higganum Creek | +2 54 |

## On Willets Point

| | |
|---|---|
| Little Neck Bay | −0 10 |
| Execution Light | -0 06 |
| Manhasset Bay | −0 01 |
| Hempstead Harbor | −0 11 |
| City Island | −0 03 |
| Rye Beach | −0 28 |
| Port Chester | −0 09 |
| Mamaroneck | −0 08 |
| New Rochelle | −0 24 |
| Davids Island | −0 02 |

## On Breakwater Harbor

| | |
|---|---|
| CAPE MAY POINT | −0 10 |
| Miami Beach | +0 17 |
| East Pt., Maurice River Cove | +0 53 |
| Egg Island Point | +0 33 |
| Cape Henlopen | −0 05 |
| ROOSEVELT INLET | +0 09 |
| Mispillion River entrance | +0 33 |

## On New York

| | |
|---|---|
| Jersey City | +0 07 |
| George Washington Bridge | +0 46 |
| Spuyten Duyvil, W/RR bridge | +0 58 |
| Ossining | +1 53 |
| Peekskill | +2 24 |
| West Point | +3 16 |
| Newburgh | +3 42 |

## On Newport

| | |
|---|---|
| Sakonnet | −1 10 |
| Tiverton (between bridges) | +0 21 |
| Beavertail Point | −0 02 |
| Prudence Is., Sandy Point | +1 10 |
| Bristol | +1 10 |
| Warren | +0 21 |
| Nayatt Point | +0 12 |
| Pawtucket, Seekonk River | +0 21 |
| East Greenwich | +0 16 |
| Wickford | +0 12 |
| Narragansett Pier | −0 08 |
| Point Judith Hbr. of Refuge | −0 07 |
| BLOCK ISLAND | |
| Great Salt Pond | +0 05 |
| Block Island (Old Harbor) | −0 14 |
| Watch Hill Point | +0 44 |

## Sunrise/Sunset

| DAY / DATE: | RISE: | SET: |
|---|---|---|
| THU. 3/8 | 6:25 | 5:58 |
| FRI. 3/9 | 6:23 | 5:59 |
| SAT. 3/10 | 6:21 | 6:00 |
| SUN. 3/11 | 6:19 | 6:02 |
| MON. 3/12 | 6:17 | 6:03 |
| TUE. 3/13 | 6:15 | 6:04 |
| WED. 3/14 | 6:14 | 6:05 |

## Moonrise/Moonset

| DAY / DATE: | RISE: | SET: |
|---|---|---|
| THU. 3/8 | 9:12AM | 11:50PM |
| FRI. 3/9 | 9:45AM | — |
| SAT. 3/10 | 10:24AM | 12:56AM |
| SUN. 3/11 | 11:13AM | 2:01AM |
| MON. 3/12 | 12:13PM | 3:02AM |
| TUE. 3/13 | 1:22PM | 3:58AM |
| WED. 3/14 | 2:38PM | 4:45AM |

## Moon Phases

| NEW | 1st Qtr. | FULL | Last Qtr. |
|---|---|---|---|
| 3/2 | 3/10 | 3/17 | 3/24 |

## The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

| | AM Minor | AM Major | PM Minor | PM Major |
|---|---|---|---|---|
| Thurs. | 9:00 | **2:50** | 9:30 | **3:15** |
| Fri. | 10:00 | **3:40** | 10:20 | **4:05** |
| Sat. | 10:45 | **4:35** | 11:15 | **5:00** |
| Sun. | 11:35 | **5:25** | — | **5:55** |
| Mon. | 12:05 | **6:20** | 12:30 | **6:30** |
| Tues. | 12:45 | **7:15** | 1:25 | **7:45** |
| Wed. | 1:50 | **8:10** | 2:20 | **8:40** |
| Thurs. | 2:55 | **9:05** | 39:15 | **9:35** |

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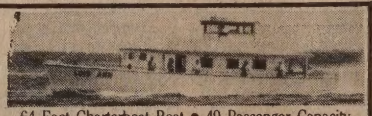

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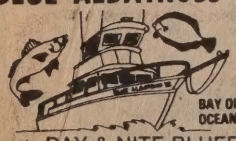

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and took fish on worms, clams and mussels. He thought that the first of the ebb had an edge in the action.

Over at **Captree Boat Basin** a number of open boats kicked off the season on this past weekend. Results were encouraging, particularly on Sunday when most boats reported good scores fishing south of Heckscher and points east.

Captain Charlie Kennedy of the open boat **Capt. Joseph II** said that Saturday's strong northwest winds resulted in some very picky flounder action. Fishing improved considerably on Sunday with catches ranging anywhere from seven or eight on up to 30 flatties per man. Most were in the 3/4 to 1¼ lb. class. Pool fish was a 1¾ lber. A Mr. H. Takahaski led the way with 30 flatties. Fishing was done South of Heckscher in Sayville. Both worms and mussel baits were effective.

Captain Rod Westerlind of the open boat **Capt. Rod** filed a similar report. Working the same general area, Rod reported just a fair pick of fish on Saturday, while on Sunday with Captain George Bartenbach running the boat, and under better conditions, fishing was noticeably improved. Among Sunday's better scores were Joe Gibson of Lindenhurst with 29 flatties and LIF subscriber Bob Schrader with 18.

Captain Carl Passerro of the **Jib Fleet** reported that both the **VI and VII** initiated their flounder trips this weekend. While Saturday produced a fair pick of fish with six fares accounting for 60 flounder, it was Sunday's action that the skipper found most encouraging. Back to Saturday, when Tony Berderosa of Central Islip was high hook with 16 fish. He also walked off with the pool for a 2½ lb. flounder. Sunday's high hook was 12-year-old Perry Flynn of Huntington who put away 17 flatties, Don and Bob Sullivan teamed to take 30 flatties. Carl felt that his best action aboard the **Jib VI** coincided

**Hank Sheater, left, and Captain Frank Signorelli with a beautiful yellowfin tuna taken back in August aboard the Seaford charter boat, "3 Sea Sons."**

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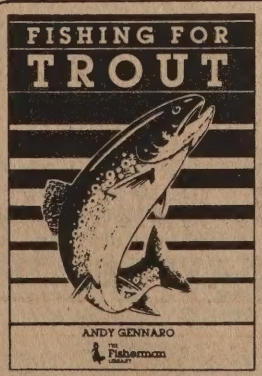


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**Joe Patini, of Merrick, with one of two striped marlin he took during his honeymoon trip to Cabo San Lucas, Mexico last March. Subscriber photo.**

with the last of the incoming.

While the open boat fleet was certainly at an advantage in coping with the weekend's windy weather, they did not have a monopoly on the Great South Bay flounder action. Jerry Berkman of Dix Hills called to tell us that he and seven friends trailered a pair of boats owned by Jose and Frank Calvet to Heckscher park on Sunday. The group set up shop in the vicinity of buoy 2, East Islip and proceeded to put away over 60 flounder up to 2¼ lbs. (weighed by a DEC official back at the ramp). They returned only two fish during the course of the day and did equally well in the bait department with clams, worms and mussels. Chumming was done with mussels and corn, along with some stirring of the bottom.

From **Augie's Tackle Shop in Babylon**, Fred Austin spoke of a real quiet weekend due to the cold and wind. He knew that some of the open boats did a fair job on the fish at Heckscher but private boat traffic was reduced to almost zero by the weather. Bob Schwartz of the Pride's Pup was the one exception. He made the ride to Heckscher on Sunday and returned with a dozen nice flounder. Fred reminded that the shop is well stocked with worms, mussels and clams.

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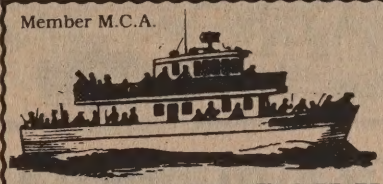

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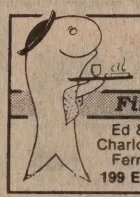

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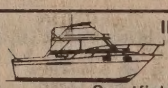

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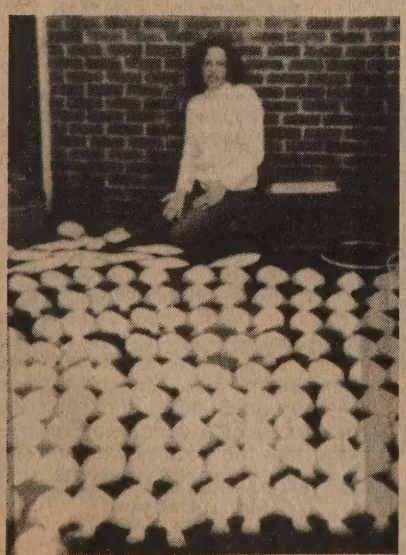

**Bea Keller (pictured) and her husband Charlie took over 130 flounder during a trip to Orient Point last spring. Subscriber photo.**

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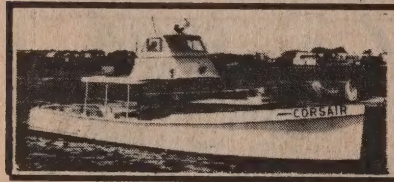


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# West End REPORT
## with Stu Miller

Some cod continue to be picked and due to the unexpected shot of colder weather, the flounder fishing has gotten off to a somewhat sluggish start for '84. However, a start is what the name implies and catches should build as the days go by now.

## WEST END BAYS/ JONE'S INLET

Word from the **Capt. Al** tells of 25 cod taken by fares Monday, termed by the skipper a decent day, all things considered. Saturday's high hook was a regular from the Bronx named Raymond who had 5 cod. Fish averaged 6 pounds. On Sunday's trip, Brooklyn angler Mel Goldman socked it to 12 cod to 25 lbs. while pal Harvey Minkoff had 5 cod up to 15 lbs. Word is that anyone who actively worked at it had fish that day on the boat. Sunday's fish averaged 8 lbs. and action was on wrecks and rocks.

From Captain Richie Kessinger of the **Starstream II** we learned of Sunday's total of 24 cod and a few

**LIF Bumper Sticker Contest winner Bob Gruber (right) and Ray Smith with teen-size blues taken aboard the "Flamingo III," a Sheepshead Bay open boat. Action took place late last fall on diamond jigs.**

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dozen blackfish. Bad weather really put the action down this week. All fish were schoolies in the 4 to 10 lb. range. Junior Bento of Franklin Square was high hooks with 5 cod and a mess of blackfish. The blacks are running up to 4 lbs. A lone mackerel was also caught, the first of the season so far. Action has been on wrecks.

In nearby **Pt. Lookout** the initial sailing of the **Miss Point Lookout** on Saturday reflected a sluggish start for '84. Bob Zupka grabbed the morning's pool while Mike, a regular, had big fish for the afternoon trip. While Sunday's AM trip was slow, action picked up nicely on the afternoon trip with Bob Menny grabbing high hook honors with 20 flounder including two doubleheaders. The pool went to Joe Cipas. Eleven fares totaled over 100 flounder. Ronnie says roughly two throwbacks were taken all day with most fish running from a half to 1¼ lbs. Pool fish have been 1½ lbers. Best action has been in Jones Inlet and Garrett's—Lead. Worms and mussels have been best on an ebbing tide.

Captain Bill Lindroth of the **Capt. Bill** will be starting to sail Saturday, March 17th on his two trip a day schedule, sailing for flounder at 7:30 AM and 1PM.

A call from **Ed's Fishing Station** advised that they will have boats in the water and bait available this Saturday to get the season off to a flying start for their customers. Marilyn also advised that the store has been enlarged and that Bill and Eileen Andersen are joining them in running the station this season. They say to please stop in and say hello.

## NEW YORK BIGHT

From **Skippy's Bait and Tackle in East Rockaway** we hear of just a few flounder being caught this past week with best areas in Baldwin Bay off Boces, Parsonage Creek, Bay Park and Magnolia Pier. Lots and lots of mixed sized crabs. A few white perch starting in the brackish water.

From **Mike's Tackle in Sheepshead Bay**, the report from Wee Willie is by necessity short. The Atomic had some nice catches of blackfish this past week and aboard the **Helen H** very decent catches of ling were made. Other than that things have been sluggish due to the lingering cold weather.

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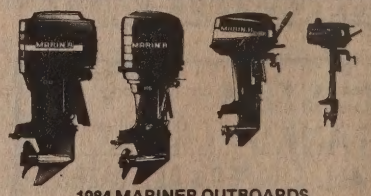

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1983 Grady White Tournament, dual console, 170 Mod, "display model," 60 hp Johnson-new. Canvas, compass, lounge seat, swivel seat; 5 pass. cap. Flush r/h, horn, batt. Turn key & go-$9250. Ask about other horsepower options!
COME SEE our new 1984 Privateer, Volvo 125 hp I/O, FWC 21' 6"-8' 4" Beam. This is only place to go "Wen-U-Wanna-Buy-A-Privateer.
1983 Privateer 18'. Demo. 60 hp Johnson, console, bench seat, deck hdwre, lights, flush r/h, bowrail, control pkg-binnacle. Incl. batt cables, etc. Deck tube-$5995.
1983 Privateer 16' center console, display model. Binn ctl. pkg, w/new 1983 35 hp Johnson-$5275.
See Our complete lines of DELL Quey:
1983 Dell Quey Dory 11' display model. Hardware, lights, console & steering, 25 hp Johnson-$3975.
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1976 Marquis 19', 115 hp Johnson; canvas-$4000.
13' Dell Quey 1983 35 hp Johnson, swivel seats & benches. Full bow, custom spray hood, rod holders. $4300.
EDDIE'S MARINE SERVICE, 210 Beach 2 St., Far Rockaway, NY 11691. 212-327-3168.

AQUASPORT 17'-28'. MARINELAND—the small boat specialists. Bronx, 212-824-4000. Mattituck, 516-298-4020. Long Beach, 516-889-5000.

'76 24' AQUASPORT center console, twin 1977 150 hp Mercs. Furuno white line recorder, VHF radio, oxygen tent. Full winter cover. Excl. cond. $9900. 516-766-3954.

PACEMAKER 1973 26' Sportfisherman, Flybridge, dual station. Sleeps 4. VHF, DF. Fully equip. Yard maint. Asking $12,500. 516-889-1213.

BONITO 26' cuddy, 330 Mercruiser I/O, Si-Tex DF, radio, chairs, canvas, outriggers, gin pole. $22,500. 401-245-2377/7081.

BOSTON WHALER Clearance. No reasonable offer refused. THE MOORING, Brower/Moreland Ave., Oceanside. 516-766-0080.

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8' DINGHY w/1.2 hp. Perfect for moored boats & young kids. 724-3533.

21' MAKO, T-top, outriggers, paper flasher recorder, Ritchie compass, 235 Evinrude; SST Prop, dual batt., twin cable steering. Full inst.; 4000 lb. Shoreline Trlr. Excl. cond. $14,000. 516-678-2276 Eves.

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**Continued On Next Page**

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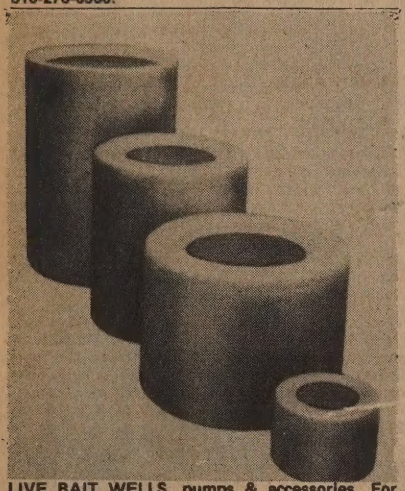

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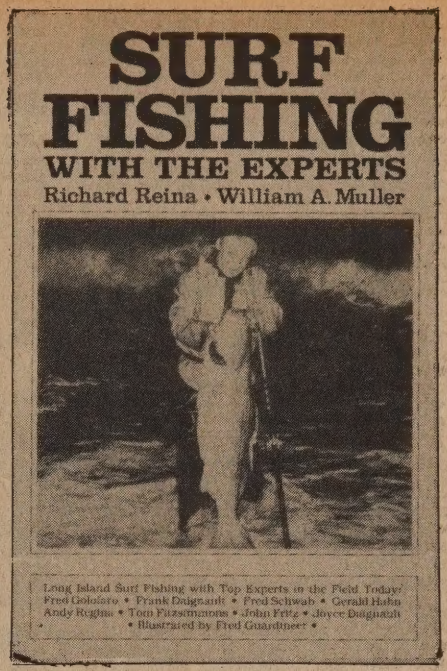
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Finally, a surf book that lays bare all the nitty gritty secrets that help to explain why ten per cent of the fishermen catch 90% of the fish! Although this book was authored mainly by Long Island Surf Fishermen, there's much more to this book than a discussion of Long Island Surf fishing. Do you like to fish the beaches at Cape Cod, or have you dreamed of fishing there? Well then, this book has just what you need; a chapter devoted to the hows, whys, and whens or Cape Cod surf fishing by Frank Daignault. Perhaps Montauk is the spot that makes your blood boil. Yes, there's a chapter especially about this famous surf fishing spot too, authored by Fred Schwab whose been a "regular" there for about twenty years. The book is loaded with how-to chapters about gear you'll need to get started, casting techniques, the effect of winds, tides, and moon phases on surf fishing, how to use artificials and when, bait rigs and baitfishing techniques, as well as informative chapters about the history of surf fishing, how to start a surf fishing club, and how to successfully release fish. All of these chapters and more cover information and techniques that work on all beaches. This surf fishing book offers another bonus. Although a lot of attention is given to fishing for bass, blues, and weaks, there are also sections on surf fishing for fluke, flounder, blackfish (tautog), mackerel, whiting, kingfish, and porgies (scup). Most surf fishing books ignore these species, but not this book, because we know how many surf fishermen like to catch these fish for fun and the table! And ladies, we haven't forgotten you either. More and more women are enjoying surf fishing. We asked Joyce Daignault to write a chapter on this facet of the sport since she's spent many hours in the suds of many beaches. Her comments are provocative but right on target. There's more too, but discover it for yourself, such as illustrations by Fred Guardineer. L.I.F. Publishing, 225 pages, photos and illustrations.

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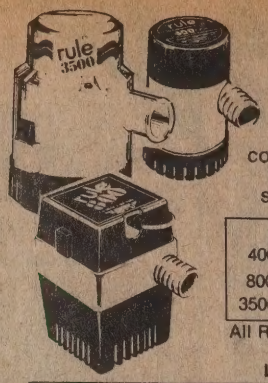


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A true commercial battery. 410 cold cranking amps. Thick grids, high density active materials and special heavy duty armor-ribbed separators make this battery ideal for engine starting and semi-cycling service.
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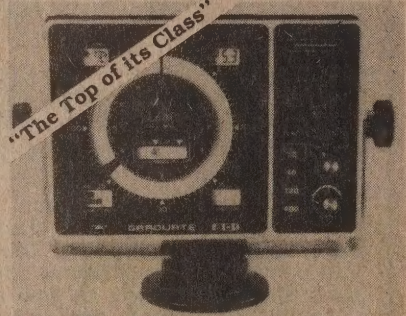

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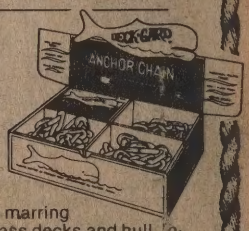


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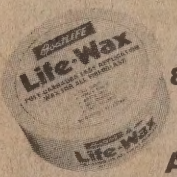


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#1131
List $7.25 S.O.S. $3.63

**Boatlife Life Wax** - A superior paste wax designed for all fiberglass. Combination polymar and caranuba wax means easy application and astonishing shine.
#1130
List $7.50 S.O.S. $3.75

## Easy to Stow — Ready to Go NYLON ANCHOR LINES

Line is high quality Egg Harbor rope.

**With Pre-Spliced Galvanized Thimble**
100% Dupont 707 nylon line with a galvanized thimble spliced at end to accommodate shackle, chain and anchor.

| Size/Order No. | List | S.O.S. |
|---|---|---|
| 3/8 x 100 | $26.25 | $13.98 |
| 3/8 x 150 | $37.50 | $19.98 |
| 3/8 x 200 | $49.40 | $26.50 |
| 1/2 x 150 | $70.50 | $37.79 |
| 1/2 x 200 | $89.49 | $47.98 |
| 1/2 x 300 | $137.85 | $73.98 |

## DANFORTH ANCHORS

Danforth anchors are the world's most trusted anchors. Hot dipped galvanized for a longer lasting more uniform coating.

| Boat Length | Model | List | S.O.S. |
|---|---|---|---|
| Up to 15' | 4-S | $16.27 | $8.79 |
| 16' to 24' | 8-S | $31.67 | $16.50 |
| 25' to 30' | 13-S | $51.23 | $26.95 |
| 30' to 34' | 18-S | $72.11 | $37.95 |
| 34' to 38' | 22-S | $82.14 | $43.95 |

*The Original! Not a Copy!*
Often imitated, never duplicated.

MARINE Shane's

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Babylon, N.Y. 11702
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